The Hong Kong Daily Press.

No. 9546 第九千五百四十六號 光緒十四年七月初七日 HONGKONG, TUESDAY, AUGUST 14th, 1888. 禮拜二 香港英八月十四號 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

August 13, NANSHAN, British steamer, 805, Geo. Blackburn, Swatow 11th August, General.—HOP HING HONG.

August 13, ELSE, German steamer, 747, M. Jebsen, Nagasaki 4th August, Coal.—ARNHOLD, KARBERG & Co.

August 13, VORWAERTS, German steamer, 612, T. Bruhn, Manila 10th August, General.—WIELER & Co.

August 13, KILDARE, British steamer, 2,277, Johnson, from Java, Sugar.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
13TH AUGUST.

Patroclus, British str., for Amoy.
Yangtsze, British str., for Shanghai.
Anton, German str., for Hoihow.
Soochow, British str., for Hoihow.
Granite State, Amr. ship, for Manila.
Nanshan, British str., for Singapore.
Visayas, Spanish str., for Manila.
Sarpedon, British str., for Singapore.

DEPARTURES.

August 13, CARDIGANSHIRE, British str., for Nagasaki.

August 13, WHAMPOA, British str., for Auckland (N.Z.)

August 13, YANGTSZE, British str., for Shanghai.

August 13, CHI-YUEN, Chinese str., for Whampoa.

PASSENGERS.

ARRIVED.

Per *Nanshan*, str., from Swatow.—274 Chinese.

DEPARTED.

Per *Tannadice*, str., for Australia.—Mrs. Moore, and Miss Taylor.

REPORTS.

The German steamer *Else*, from Nagasaki 4th August, reports the wind was blowing hard out E.S.E going round to the N. and S.W. the ship labouring heavily, and experienced high sea and strong wind all the time.

The British steamer *Nanshan*, from Swatow 11th August, reports from Swatow to Mendoza experienced strong S.W. winds and heavy confused sea and hard squalls with heavy rain. On the 12th August, at 4 p.m. anchored in Typhong Harbour, Mirs Bay, till daylight 13th, when proceeded to Hongkong.

VESSELS PASSED ANJER.

July 15, British bark Rothiemay, Burns, Mar. 30, from Philadelphia for Nagasaki.
15, British bark Emblem, Lewis, April 12, from New York for Yokohama.
15, Amr. bark Haydn Brown, Havener, June 6, from Hongkong for New York.
16, British bark Highlands, Owen, April 19, from New York for Shanghai.
16, German bark Princess Beatrice, Cordes, March 25, from Altona for Nicolaiefsk, Amoor.
16, Amr. bark Thomas A. Goddard, Sears, July 13, from Cheribon for New York.
17, Ned. str. Batavia, De Gruyter, June 2, from Rotterdam for Batavia.
18, Ned. bark Amicitia, Baaru, April 24, from Penarth for Batavia.
18, British ship Gloaming, Densmore, April 17, from New York for Batavia.
19, British ship Steinvora, McIntosh, July 3, from Singapore for New York.
19, Amr. ship Titan, Allyn, May 26, from Hongkong for New York.
19, Italian bark Prospero e Davide, Olivari, June 12, from Singapore for Marseilles.
20, Nor. bark Racehorse, Jensen, April 21, from Cardiff for Batavia.
20, Ned. bark Ostenburg, Visser, April 23, from Amsterdam for Batavia.
20, German bark Adolph, Westergaard, April 20, from Hamburg for Hongkong.
21, Ned. bark Concordia, Swart, April 21, from Cardiff for Ourust.
21, Ned. str. Koningin Emma, Soomer, July 21, from Batavia for Amsterdam.
21, German bark Werra, Hortsmann, April 20, from Cardiff for Batavia.
22, Italian bark Union, Schiaffino, March 8, from New York for Batavia.
22, Amr. bark Sonntag, Haskell, July 14, from Padang for Samarang.
22, Amr. bark Martha Davis, Benson, June 16, from Iloilo for New York.
23, Ned. str. Conrad, Adriani, June 9, from Amsterdam for Batavia.
24, British str. Sherborne, Chandler, July 23, from Samarang for Port Said.
25, Nor. bark Coronne, Pedersen, April 25, from Boulogne for Yokohama.
28, Amr. ship R. D. Rice, Jordan, May 2, from Philadelphia for Hyogo.
28, Ned. bark Thorbecke III., Koster, April 16, from Cardiff for Batavia.
28, Ned. str. Zuid-Holland, Otto, June 16, from Rotterdam for Batavia.
28, Ned. str. Gelderland, Sprang van Lee, July 28, from Batavia for Rotterdam.
28, British str. Dorunda, Hansard, July 28, from Batavia for London.
29, British sch. J. G. C. Ross, Ross, July 23, from Cocos Islands for Batavia.
29, Italian bark Carlo Mainetto, Bogliolo, April 15, from Cardiff for Singapore.

TIMBER.

THE Undersigned, Agents for Messrs. E.E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd November, 1886. [3

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to TRANSHIP CARGO from its Godowns at Kowloon or West Point to any Steamer in the Harbour, and to BRING CARGO across from Kowloon to any place on the Praya at the usual rates.

By Order,
ISAAC HUGHES,
Secretary.

Hongkong, 21st April, 1888. [734

WRITE FOR CIRCULAR.

LEUCHS' TRADE LISTS OF ALL COUNTRIES in 36 VOLUMES.

Among the Books now in the Press are: Vols. 27 & 27A ENGLAND, SCOTLAND, and IRELAND, Price 45/. They contain, besides complete TRADES LISTS of all places in the United Kingdom, Special Lists of Merchant Shippers, with their Specialities and Export Markets.

Complete Price-List post free. Agents wanted in all parts.

C. LEUCHS & Co., BRANCH OFFICE,
17, BARRETT'S GROVE, LONDON, N.
Established 1794. [1510

LOS FILIPINOS,
IMPORTERS OF
TOBACCO AND MANILA CIGARS,
25, POTTINGER STREET.

A Large and varied Stock of best Descriptions of MANILA & OTHER CIGARS, TOBACCO, CIGARETTES.
Wholesale and Retail at Moderate Prices.
INSPECTION RESPECTFULLY INVITED.

SILVESTRE ARLEGUI & Co.,
Proprietors.

Hongkong, 30th May, 1888. [1030

INTIMATIONS.

ATTENTION is directed to the following forms of Policies granted by the STANDARD LIFE OFFICE.

SECURED PAYMENT POLICIES. These are Policies by a fixed number of premiums, each premium securing a proportionate part of the sum assured in the event of the Policy being discontinued. For example, a person who is assured for £1,000 with premiums ceasing in 10 years, and who desired to discontinue his payments at the end of 5 years, would receive a Policy for £500, on which no farther or ordinary premiums would require to be paid.

ENDOWMENT POLICIES. These Policies are payable to the Life assured on his attaining the age of 45, 50, 55, 60 or 65 or to his representatives, should he predecease the age agreed upon.

These two forms of Policies are specially suitable for residents in the East who are in a position to pay a moderate premium while in receipt of a good income, and who do not wish to be burdened with the payment of premiums when they retire to England, or from business.

Full particulars as to rates, &c., may be obtained on application to the

BORNEO COMPANY, LIMITED,
Agents, Hongkong.

STANDARD LIFE OFFICE.

INVESTED FUNDS EXCEED	£6,500,000
ANNUAL INCOME EXCEEDS	£900,000

849—21

LANE, CRAWFORD & Co.
HAVE RECEIVED THEIR
SPORTING GEAR
FOR THIS SEASON.

FOWLING-PIECES 12 & 16 Bore.
DUCK GUNS.
ALLIANCE SPORTING POWDER.
ELEY'S CARTRIDGE CASES, WADS, &c.
LOADING AND RE-CAPPING MACHINES.
CARTRIDGE BAGS and BELTS.
CHILLED & COMMON SHOT in all Numbers.
SHOOTING BOOTS and KNICKERBOCKER STOCKING, WATERPROOF RUGS.
DOG WHISTLES, WHIPS & COLLARS.
PICNIC STORES.
&c., &c., &c.

LANE, CRAWFORD & Co.

Hongkong, 10th August, 1888. [28

KELLY & WALSH, LIMITED.

Summer Number "The Graphic."
Summer Number "Illustrated News."
Artistic Japan—New Monthly Journal.
Smith's Principia Latina.
White's Latin-English and English-Latin Dictionaries.
Report of F. S. A. Bourne's Journey in South Western China.
Martin's Navigation and Nautical Astronomy.
Set of Four High Class Sporting Engravings—"The Run of the Season."
Miss Florence Small's Picture of The Queen, reproduced in Chromo Lithography, $1 each.
Wallace's Australasia.
James' Long White Mountain, or a Journey in Manchuria.
Herbert Spencer's Works.
Cavendish on Whist.
Roget's Thesaurus or Treasury of Words.
Crabbe's English Synonyms.
Mark Twain Birthday Book.
Brewer's Dictionary of Phrase and Fable.
CIGARETTES—Richmond Straight Cut, Kinney's Straight Cut, Little Beauties, Virginia Brights.
TOBACCOS—Old Rip, Wills' Three Castles, Richmond Mixture, Richmond Gem, Cope's Golden Cloud, Wills' Bristol Bird's Eye, Happy Thought Dollar Brand, Star Mixture, Golden Eagle, &c., &c.

KELLY & WALSH, LD., HONGKONG.

26|

W. BREWER HAS JUST RECEIVED
COPIES OF

The Mystery of a Hansom Cab.
Mr. Barnes of New York.
Mr. Potter of Texas.
Hutton's Engineer's Handbook.
Hutton's Workmanager's Handbook.
Young's Fires, Fire Engines, and Fire Brigades.
Academy Notes. Grosvenor Notes.
New Academy Notes.
Deacon's Book of Dates, of the World's History.
Routledge's Natural History.
History of Photography.
Easy Studies in Water Colours.
Studies in Trees, &c.
ALSO THE FOLLOWING FANCY GOODS—
Photo Albums, Photo Screens.
Cigar and Cigarette Cases.
Photo Frames and the Wonderful Little Photographic Apparatus.

WALTER W. BREWER,
UNDER HONGKONG HOTEL.

27|

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the Twenty-fifth day of August Next, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1888.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 27th July, 1888. [1409

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the CORPORATION will be CLOSED from the 11th (SATURDAY) to the 25th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 27th July, 1888. [1410

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company No. 14, Praya Central, on MONDAY, the 27th inst., at THREE P.M. for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1888.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th August, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 2nd August, 1888. [1433

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [918

INTIMATION.

THE NEW YORK LIFE INSURANCE COMPANY.
ESTABLISHED 1845.

TOTAL ASSETS ON 1 JANUARY, 1888	£16,076,616
AMOUNT ASSURED	£73,855,048
SURPLUS BY NEW YORK STATE STANDARD	£ 2,437,612

The Company is a purely Mutual one, no liability is incurred by the Policy Holders, and profits are divided among them exclusively. Of the three largest life insurance companies in the world, the ratio of Death Losses to (1) Premia, (2) to Interest, and (3) to Insurance in Force, in 1887, was lowest in the NEW YORK LIFE, whilst Interest receipts, since 1845, have exceeded losses by death by over £600,000, showing careful selection of lives and careful investment of money.

BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.

Hongkong, 3rd July, 1888. 1240

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.

Hongkong, 12th March, 1887. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000
RESERVE FUND	3,900,000
RESERVE LIABILITY OF PROPRIETORS	7,500,000

COURT OF DIRECTORS:—
Hon. JOHN BELL-IRVING—Chairman.
W. H. FORBES, Esq.—Deputy Chairman.

C. D. Bottomley, Esq.	S. C. Michaelsen, Esq.
W. G. Brodie, Esq.	J. S. Moses, Esq.
H. L. Dalrymple, Esq.	L. Poesnecker, Esq.
S. Layton, Esq.	N. A. Siebs, Esq.
Hon. A. P. McEwen.	E. A. Solomon, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 25th April, 1888. [9

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. [10

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for PUBLIC TRAFFIC on WEDNESDAY, the 30th May.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

SUNDAYS.
¼ past 12 to ¼ past one every quarter of an hour, and from
4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars.
GENTLEMEN are requested NOT TO SMOKE in the middle Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and REDUCED TICKETS may be obtained at the Office of

MACEWEN FRICKEL & Co.,
General Managers.

Victoria Exchange,
50 & 52 Queen's Road,
Hongkong, 18th July, 1888. [1023

NOTICE

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 1874, dated 30th June, 1885, of the Shares Nos. 4516/4525 in this Company, standing in the name of MR. GEORGE LEWIS of Shanghai, has been LOST, and if at the expiration of One month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 21st July, 1888.

JAS. B. COUGHTRIE,
Secretary.

1361|

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 14th August, 1888, at 2 P.M., at his Sales Rooms, Queen's Road.
AN INVOICE OF
CHINESE PORCELAIN WARE,
comprising:—
ASSORTED VASES, FISH BOWLS, JARS, DINNER and TEA SETS, &c., &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 11th August, 1888. [1494

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
THURSDAY,
the 16th August, 1888, at 2 P.M., at the Residence of the late Dr. YOUNG, "Woodville," Arbuthnot Road.
THE WHOLE OF THE
HOUSEHOLD FURNITURE, &c.,
comprising:—
CRETONNE COVERED DRAWING ROOM SUITE.
CENTRE & SIDE TABLES, CHIMNEY GLASS, PICTURES, and ORNAMENTS, CARPETS, and HEARTH RUGS.
English-made MAHOGANY WRITING DESK, WRITING TABLE and GLASS BOOK CASES.
DINING TABLE, SIDEBOARD, WHAT-NOT, CROCKERY, GLASS and PLATED WARE.
Double and Single IRON BEDSTEADS, Double Winged WARDROBE, CHEST of DRAWERS, TOILET TABLE & WASH STAND.
ONE JINRICKSHA.
&c., &c., &c.

CATALOGUES will be issued.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 11th August, 1888. [1495

INTIMATIONS.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on THURSDAY, 30th August, 1888, at HALF-PAST THREE O'CLOCK IN THE AFTERNOON, for the purpose of receiving the Accounts and Report of the Directors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th Aug., both days inclusive.

R. LYALL,
Secretary.

Hongkong, 9th August, 1888. [1480

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 3rd proximo, at 4 O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 3rd proximo both days inclusive.

By Order,
A. S. GARFIT,
Acting Secretary.

Hongkong, 13th August, 1888. [1498

BIJ Vonnis der Nederlandsche Consulaire Rechtbank voor Hiogo en Osaka, zynde behoorlijk geregistreerd, is op vordering van FERDINAND PLATE, wonende te Hiogo, verklaard dat er sedert 30 Augustus 1884 Rechtsvermoeden bestaat dat HENRI JOHAN HUBENET, laatst gewoond hebbende te Hiogo, is overleden.

CHS. BRAESS,
Voorzitter.

Kobe, 9th July, 1888. [1423

"CHRISTIANITY IN CHINA."

"NESTORIANISM, ROMAN CATHOLICISM, PROTESTANTISM," containing the Chinese Text of the Nestorian Monument of Hsi-an-Fû, a new translation, notes and a lecture on it by the REV. PROFESSOR LEGGE, Oxford.

FOR SALE AT ONE DOLLAR,
BY
LANE, CRAWFORD & Co.

Hongkong, 10th August, 1888. [1487

NOTICE.

THE TAKU TUG AND LIGHTER COMPANY.

FROM the 1st July the above Company will lighter Steamers and Sailing Vessels at the Taku Bar, at the rate of
THREE MEXICAN CENTS
PER PICUL.

The work is done under the personal supervision of the MANAGER, assisted by a large FOREIGN STAFF.

W. H. FORBES,
Secretary.

Tientsin, 28th June, 1888. [1500

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the Provision of No 121 of the Articles of Association, the General Agents have This Day declared an INTERIM DIVIDEND of 6 per cent. for the Half-year ending 30th June, 1888, on the paid up Capital of the Company.

DIVIDEND WARRANTS, payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, will be issued to Shareholders on the Register on the 24th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 4th August, 1888. [1465

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on THURSDAY, the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 10th August, 1888. [1486

THE PREMIER CHAMPAGNE IN CHINA IS THAT OF
MESSRS. VEUVE BINET FILS ET CIE, OF REIMS,
SHIPPED BY
CUTLER PALMER & Co.,
Sold Solely by their friends
MESSRS. JARDINE, MATHESON & Co.

N.B.—All Connoisseurs of Champagne should taste this. We are confident they will be more than satisfied with the quality, and surprised only at its moderate price. [975

MITSUI BUSSAN KAISHIA,
SOLE AGENTS FOR
THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any steamer lying in the Harbour or coming alongside the Kowloon Wharf on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.

Hongkong, 20th January, 1888. [183

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship
"DORSET,"

Captain Daniel, having arrived from the above Ports, consignees of cargo are hereby requested to send in their Bills of Lading to the undersigned for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Kowloon Godowns at Consignees' risk and expenses and no Fire Insurance will be effected.

All Claims against the steamer must be presented to the undersigned on or before the 14th instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, 4th August, 1888. [1462

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "BAYERN,"
FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 5 P.M., TO-DAY, the 7th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Aug., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 20th August, at 4 P.M.

All claims must reach us before the 20th Aug., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.

Hongkong, 7th August, 1888. [7

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "CARDIGANSHIRE,"
FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th instant, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 9th August, 1888. [145

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.

Hongkong, 11th April, 1888. [561

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 cents per Bale per month will be Charged.

ISAAC HUGHES,
Secretary.

Hongkong, 8th November, 1887. [34

DOMINION ORGAN & PIANO Co.
Manufacturers of Cabinet, Combination, Chapel and Pedal
ORGANS,
and Square and Upright
PIANOS;

Sole right to use Foley's Automatic PEDAL COVER for the whole Continent of EUROPE. This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.

BRANCH OFFICES:—
MANCHESTER, ENGLAND,
LONDON, "
HAMBURG, GERMANY
ADELAIDE, AUSTRALIA
SYDNEY, "
MELBOURNE, "
CHRIST-CHURCH, NEW ZEALAND.

DOMINION ORGAN & PIANO Co.,
BOWMANVILLE,
ONTARIO,
CANADA.

Send for catalogues. [141

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 6th August, 1885. [81

謙 HIN TAI 泰
COAL MERCHANT,
has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF
COAL
FOR SALE AT A MODERATE PRICE,
No. 85, PRAYA CENTRAL. [533

BOARD AND RESIDENCE.

MRS. STAINFIELD, 55, Queen's Road East, has PRIVATE BOARD and RESIDENCE for Single Men or Married Couples, at reasonable rates.

Hongkong, 14th October, 1887. [36

SPECIALITIES.

THE MONKS of the ABBEY of FECAMP France, Distillers of the wide world known Liqueur BENEDICTINE, have given the Monopoly of Sale of it in China to our House, while we have appointed Messrs. SIEMSSEN & Co., of Hongkong, to represent us there. The Finest most wholesome Liqueur, is BENEDICTINE. It is appetising, digestive and stomachic.

No one save ourselves has a right to import it into China.

Apply to SIEMSSEN & Co
For execution of all Orders direct or otherwise.

SQUARE BOTTLE SCOTCH WHISKY,
Of our own Blend and Shipping,
Excellent, Old, Soft, Pure, Inexpensive,
Only in hands of SIEMSSEN & Co.
Representing
CUTLER PALMER & Co.

118|

INTIMATIONS.

FOR SALE.

THE following Materials used in Stowing Cargo are always kept on hand:—

Dunnage Mats	Tls. 1.25	per 100 pieces.
" ½ inch Planks,	" 1.25	per 100 "
" 1 " "	" 1.80	per 100 "
Split Bamboos	" 0.07	per Bundle.

The above rates include delivery on Board either at Shanghai or Woosung, all orders promptly executed.

CHEAP JACK & Co.,
Shipchandlers, &c.

Shanghai, 4th August, 1888. [1499

THE KAMAKURA MARINE SANATORIUM,
(40 MINUTES BY RAIL FROM YOKOHAMA)
JAPAN.

KAMAKURA KAIHININ is the most excellent institution for persons seeking for recovery of health after a severe illness and for those suffering from defective nutrition, nervous debility, skin diseases, anemia, &c., and cannot be over-recommended as a place of residence for children of feeble and delicate constitution. It is also most beneficial for persons suffering from such disorders as dyspepsia, first stage of consumption, rheumatism, gout, scrofula, spinal weakness, and all disorders peculiar to the nervous system.

For persons of ordinary good health it is a most pleasant sea side resort during all the season of the year, and they cannot fail of being much strengthened and invigorated by the fresh sea air and sea bathing.

The neighbourhood of Kaihinin abounds in many beautiful walks and rides, ancient temples and ruins and places of stirring historical interest the exploration of which will afford much entertainment and interest to the visitors. The institution is provided with all sorts of contrivances for testing the improvement in health, and any visitor, who is desirous, may test his increase in weight, the strength of his grasp, the capacity of his lungs, and the power of lifting heavy loads, attended by a doctor attached to the institution on any day every week.

The rooms are furnished in most modern style and provided with every articles of comfort.

There is a separate arrangement for board and lodging of attendants at most moderate prices.

CHARGES.

The charge for rooms varies according to size and situation. There are four classes at the rates of 1 *yen*, 80 *sen*, 60 *sen*, and 40 *sen*, per day. For visitors engaging the rooms from one to three weeks 10 per cent deduction will be made, and for those who engage them for more than three weeks 20 per cent. deduction will be made.

The charge for board is 1 *yen* 25 *sen* per day. Any single dish will be served if specially ordered. [1445

NOW PUBLISHING.

NEW & ORIGINAL SERIAL STORY
FROM THE PEN OF
H. RIDER HAGGARD,
Author of "King Solomon's Mines," "Allan Quartermain," "She," "Jess," &c., &c.

The Proprietors of this Journal are pleased to announce that they have, at a very considerable outlay, made arrangements with H. RIDER HAGGARD—the Author of the most popular and dramatic Stories of our day—by which their Readers will enjoy precedent perusal of a new and unpublished manuscript Story from his pen.

The Title of RIDER HAGGARD'S New Story is
COLONEL QUARITCH, V.C.
And the Opening Chapters appeared in
THE "HONGKONG DAILY PRESS"
OF SATURDAY, 21ST JULY.

In this dramatic work, the author of "She" makes a new departure. Instead of placing his characters in lands remote from civilisation and subjecting them to influences of the most remarkable and unprecedented nature, he has here written an English treasure story of the present day. The hero is a soldier in the British army, a wearer of the Victoria Cross, who returns home from the recent operations in the Soudan, to exchange the perils and privations of warfare in the desert for a series of sensational incidents among pleasant English landscapes, and the ultimate reward of an ancestral home brightened by the beauty of a comely bride. The plot is well contrived, there is strong individualisation in the characters; the scenes are depicted with clearness and a warm glow of local colour, while the main incidents are worked out with power. Not even in "King Solomon's Mines," when entrance is effected into the mysterious chamber, is the thrill greater than when Colonel Quaritch unearths the treasure, hidden away from Cromwell's soldiers, the recovery of which saves an ancient house from ruin.

Hongkong, 25th June, 1888. [1204

WING TAI & Co.
SHIP'S COMPRADORES, STEVEDORES,
AND
COAL MERCHANTS.
FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE,
No. 25, PRAYA CENTRAL.
永發煤炭司公泰榮 [296

J. MARINBURK,
MANUFACTURER
OF FIRST CLASS
FURNITURE AND UPHOLSTERY,
COLLEGE CHAMBERS.

DRAWING ROOM AND DINING ROOM SUITS,
LOUNGES AND EASY CHAIRS,
SIDEBOARDS, WARDROBES,
DRESSING TABLES AND MARBLE TOP WASH-STANDS, MANTEL AND CONSOLE GLASSES.

SILK PLUSHES IN VARIOUS COLOURS.
TAPESTRIES IN LATEST DESIGNS.

GREAT REDUCTION IN PRICES.

Hongkong, 26th April 1888. [117

GUARANTEED the best Quality HOLLANDS GIN, in Stone Bottles, at $5 per dozen, also PUNCH, CURACAO, PERSICO, ANISETTE, &c., &c.

GOOD ENGLISH DOUBLE BARRELED BREECH LOADING GUNS, 12 Bore, the latest improvement, in Boxes, with everything complete. Price, $45, &c., &c.

J. F. SCHEFFER,
21 & 23, Pottinger Street.

Hongkong, 5th July, 1888. [1276

REMOVAL.

E. CASSUMBHOY'S JAPANESE WAREHOUSE AND FURNITURE STORE has been REMOVED to No. 43, Queen's Road, formerly occupied by ACHEE & Co.

A Large Assortment of Japanese Goods at most reasonable prices. [25

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED,
13, PRAYA CENTRAL, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.
Subscription, $80 per Annum.
Electrical Material on sale, or hire.
Electric BELLS fitted and maintained.
Agents for ELECTRIC LIGHTING.
Estimates free for all kinds of Electrical work.

HAROLD DOWSON,
Agent.

Hongkong, 26th August, 1887. [1639

NEW ADVERTISEMENT.

WANTED.

TWO or THREE ROOMS, Ground or First Floor, Suitable for OFFICES.

Apply
R. D. C.,
Office of this Paper.

Hongkong, 14th August, 1888. [1507

NEW ADVERTISEMENTS.

THEATRE ROYAL,
CITY HALL, HONGKONG.

THURSDAY EVENING
16th August, 1888.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

Directors. Mr. PEMBERTON W. WILLARD
Mr. JOHN F. SHERIDAN.

Will appear as above in
ALFRED CELLIERS SUCCESSFUL COMIC OPERA
"DOROTHY."

CAST OF CHARACTERS:

Geoffrey Wilder	Mr. CHARLES FISHER
Harry Sherwood	" H. M. IMANO
Squire Bantam	" C. SUTCH
John Tuppit	" H. HASSAN
Tom Strutt	" WHIFFEN CHIPPS
And	
Lurcher	Mr. JOHN F. SHERIDAN
Dorothy Bantam	Miss MAUDE HABB
Lydia Hawthorne	" FLO. MORRISON
Phyllis	" GRACE WHITEFORD
Lady Betty	" VERA PATEY
Lady Plunkett	" NELLIE ARLINE
Mrs. Privett	" EVA LEAMINGTON

ACT. I.—HOP GARDENS.
ACT. II.—CHANTICLEER HALL.
ACT. III.—THE ROUND OF [illegible].

Conductor Mr. J. A. [illegible]

SATURDAY, 18TH AUGUST.
(Positively Farewell Performance),
"RUDDIGORE,"
GILBERT & SULLIVAN'S LATEST LONDON OPERA.

SEATS MAY NOW BE RESERVED.

Prices $3, $2, and $1.
Box Plan at Messrs. KELLY & WALSH'S, LD.
All communications to PEMBERTON W. WILLARD, Hongkong Hotel. [1501

GOVERNMENT NOTIFICATION.

NOTICE has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place from LYEMUN REDOUBT, on WEDNESDAY NEXT, the 15th instant, commencing at 4.30 P.M. and ending about 5 P.M.

The direction of the fire will be South Easterly, between Cape Collinson and Slope Island.

All Junks and other Vessels are hereby cautioned to keep clear of the range.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th August, 1888. [1508

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH Co., LD. | THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN.

HONGKONG STATION.

OWING to a temporary interruption to the cables West of India, traffic to Europe may be liable to some delay.

WALTER JUDD,
Manager-in-China.

Hongkong, 14th August, 1888. [1505

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Offices of the Company have This Day been REMOVED to "VICTORIA BUILDINGS," No. 5, QUEEN'S ROAD, CENTRAL, Ground Floor.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 13th August, 1888. [1506

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "PATROCLUS," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 18th inst., for shipment per steamer "DEUCALION."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1888. [1476

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PATROCLUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Goods undelivered after the 19th inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1888. [1476

FOR NAGASAKI.

THE Steamship
"FLINTSHIRE."

Captain Habekost, will be despatched for the above Port on FRIDAY, the 17th instant, at NOON.

For Freight or Passage, apply to
SWEE LIONG CHAN,
Agents.

Hongkong, 13th August, 1888. [1503

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship
"POLYHYMNIA,"

Captain W. Schaefer, will be despatched for the above Ports on WEDNESDAY, the 22nd instant, at TEN A.M.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, 13th August, 1888. [1502

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA, & AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Captain L. H. Moule, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call on SATURDAY, the 25th August, at Noon.

Cargo will be received on board until 4 P.M.; Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.

Hongkong, 14th August, 1888. [1

1888. NOW READY. 1888.

THE
CHRONICLE AND DIRECTORY
FOR 1888,
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SIXTH ANNUAL ISSUE),
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
Royal 8vo., pp. 1,200......$5.00.
SMALLER EDITION, Ryl. 8vo., pp. 816......$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

It contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for—

HONGKONG—	Kobe (Hyogo).
Do. Ladies' Directory	Osaka.
Do. Peak Directory	Tokyo.
Do. Military Forces.	Yokohama.
MACAO.	Niigata.
CHINA—	Hakodate
Pakhoi.	VLADIVOSTOCK.
Hoihow.	THE PHILIPPINES—
Whampoa.	Manila.
Canton.	Cebu.
Swatow.	Iloilo.
Amoy.	BORNEO—
Takao.	Sarawak.
Taiwanfoo.	Labuan.
Tamsui.	British North Borneo.
Kelung.	COCHIN CHINA—
Foochow.	Saigon.
Wenchow.	Cholon.
Ningpo.	Cambodia.
Shanghai.	ANNAM—
Chinkiang.	Hué.
Wuhu.	Tourane.
Kiukiang.	Quinhon.
Hankow.	TONQUIN—
Ichang.	Haiphong.
Chungking.	Hanoi.
Chefoo.	Namdinh.
Taku.	Haiduong, &c.
Tientsin.	SIAM—
Peking.	Bangkok.
Port Arthur.	STRAITS SETTLEMENTS,
Newchwang.	Singapore.
COREA—	Malacca.
Söoul.	Penang.
Jenchuan.	MALAY STATES—
Fusan.	Johore.
Yuensan.	Sungei Ujong.
JAPAN—	Selangor.
Nagasaki.	Perak.

NAVAL SQUADRONS—

British.	French.
United States.	German.
Japanese.	Chinese Northern.

SHIPPING—Officers of the Coasting Steamers of

P. & O. S. N. Co.	Siemssen & Co.
Japan M. S. S. Co.	H. C. & M. S. B. Co.
Indo-China S. N. Co.	Scottish Oriental S. S. Co.
Douglas S. S. Co.	Miscellaneous Coast
China Mer. S. N. Co.	Steamers.

The LIST OF RESIDENTS now contains the names of FOURTEEN THOUSAND AND FIVE HUNDRED FOREIGNERS arranged under one Alphabet in the strictest order, the initials as well as the surnames being alphabetical.

The MAPS and PLANS have been mostly re-engraved in a superior style and brought up to date. They now consist of
FLAGS OF MERCANTILE HOUSES IN CHINA.
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE FAR EAST.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF MOUNTAIN DISTRICT, VICTORIA.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Mean of Barometer and Thermometer, Rainfall, &c.
A full Chronology of remarkable events since the advent of foreigners to China and Japan.
A description of Chinese Festivals, Fasts, &c., with the days on which they fall.
Comparative Tables of Money, Weights, &c.
Scale of Hongkong Stamp Duties.
The Hongkong Postal Guide for 1888.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, Shanghai, Amoy and Newchwang.
Hongkong Chair, Jinricksha, and Boat Hire.

The APPENDIX consists of FOUR HUNDRED PAGES of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with the Countries embraced within the scope of the CHRONICLE and DIRECTORY.

The Contents of the Appendix are too numerous to recapitulate in an Advertisement, but include—
TREATIES WITH CHINA—
Great Britain, Nanking, 1842
" Tientsin, 1858
" Chefoo, with Addition Article
" Opium Convention, 1886.
and all others not abrogated.
France, Tientsin, 1858
" Convention, 1860
" Tientsin, 1885
" Treaty of Commerce, 1886.
" Convention, 1887.
United States, Tientsin, 1858
" Additional, 1869
" Peking, 1880
Germany, Tientsin, 1861
" Peking, 1880
Russia, Japan, Spain, Brazil, and Peru.
TREATIES WITH JAPAN—
Great Britain — Netherlands
United States — Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANAM
TREATIES WITH CAMBODIA
CUSTOMS TARIFFS
Chinese — Siamese
Japanese — Corean
LEGAL
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881, 1884, 1884, 1886, 1886.
Rules of H.B.M. Supreme and other Courts in China and Japan
Tables of Consular Fees
Code of Civil Procedure, Hongkong
Table of Hongkong Court Fees
Admiralty Rules
Foreign Jurisdiction Act
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS
China — Siam
Japan — Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
Rules of Legislative Council
Port Regulations
&c., &c., &c.

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—
MACAO.........Mr. F. A. da Cruz.
SWATOW.......Messrs. Quelch & Co.
AMOY..........Messrs. C. Gerard & Co.
FORMOSA.......Messrs. C. Gerard & Co.
FOOCHOW.......Messrs. Hedge & Co.
NINGPO........Messrs. Kelly & Walsh, S'ghai.
SHANGHAI......Hall & Holtz Co-operative Co.
SHANGHAI......Messrs. Kelly & Walsh.
NORTHERN & RIVER Ports } Hall & Holtz Co-operative Co. and Kelly & Walsh, Shanghai.
NAGASAKI......Messrs. The C. & J. Trading Co.
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YOKOHAMA......Messrs. Kelly & Walsh.
MANILA........Messrs. Diaz Puertas & Co.
SAIGON........Messrs. Schroeder Frères and Gardès
HANOI.........Mr. F. Mainfroy.
HAIPHONG......Mr. G. Gavelle.
BANGKOK.......Messrs. Ramsay & Co.
SINGAPORE.....Messrs. Kelly & Walsh.
PENANG........Messrs. Maynard & Co.
COLOMBO.......Messrs. A. M. & J. Ferguson.
CALCUTTA......Messrs. Newman & Co.
SYDNEY........Messrs. Gordon & Gotch.
MELBOURNE.....Messrs. Norton, Hargrave & Co.
BRISBANE......Messrs. Gordon & Gotch.
LONDON........Mr. F. Algar, Clement's Lane.
LONDON........Messrs. Street & Co., 30 Cornhill.
LONDON........Messrs. Bates, Hendy & Co.
LONDON........Mr. W. M. Wills, 151, Cannon St.
PARIS.........Mr L. H. Bichy, 66, Rue Lafayette.
BERLIN........G. Hildebrandt, 111, Alexandrinen Street.
SAN FRAN'CO...Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK...Mr. A. Wind, 21, Park Row.
Daily Press Office, January, 1888.

INTIMATIONS.

WATSON'S PRICKLY HEAT LOTION AND POWDER
ARE A SPECIFIC FOR
PRICKLY HEAT,
AND ALL SKIN ERUPTIONS
CAUSED BY THE HOT WEATHER.

DIRECTIONS.
Apply with a Soft Sponge, and when nearly dry dust over with "The Dusting Powder." Irritation will entirely cease in a few moments, and be succeeded by a most agreeably cool and refreshing sense of comfort and ease.

A Light Dose of WATSON'S SALINE APERIENT in the morning is also recommended as a deterrent.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 7th August, 1888. [24

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

DEATH.

On the 3rd August, at Croydon, England, JOHN SILVERLOCK, formerly of Canton and Shanghai, aged 72. [1504

The Daily Press.

HONGKONG, AUGUST 14TH, 1888.

Two native companies are being established at Shanghai, one for the spinning of cotton yarn and the other for the weaving of cloth, to both which a monopoly for ten years has been granted. His Excellency LI HUNG-CHANG, Superintendent of Trade for the Northern Ports, in his instructions to the Taotai, denies all right in foreigners to establish similar industries at the Treaty ports. Foreign merchants, he says, are not authorised in Chinese ports to manufacture Chinese produce, or to convert it by industrial processes into a different nature of goods. The principle that foreigners are not entitled as of right to establish manufactories has been stoutly maintained by the Chinese Government, and, if not actually yielded by the Foreign Ministers, has nevertheless been applied in several instances. His Excellency says:—"The German Envoy, Mr. VON BRANDT, had formerly the idea that foreigners ought to be allowed to establish such factories at places open to foreign trade; but the Tsung-li Yamen, after repeated discussions, declined to yield the point. During the eighth year of Kwang-sü [1882] a foreign merchant in business at Shanghai proposed to engage in the manufacture of silk piece goods by machinery; and on that occasion also energetic steps were taken both at Peking and elsewhere, which resulted in the abandonment of the project." The same principle is to be applied again, in reference to the scheme of Mr. GRANT, who has been endeavouring to establish a cotton-ginning company. In reference to this the words of LI HUNG-CHANG's instructions are as follows:—"The scheme of Mr. GRANT, an English gentleman of the firm of BOYD & Co., engineers, to invite the subscription of shareholders in a Company for buying a piece of land at Pootung, and setting up thereon machinery for cleaning cotton, is an evident contravention of the rule by which foreigners have hitherto been precluded from manufacturing native produce, and comes under the same category as the instances before adduced. H.E. the Superintendent of Trade has therefore to instruct the Taotai to at once take the necessary steps to have the enterprise forbidden." Pootung not being included in the settlement area, the claim of the Chinese authorities to prohibit any particular industry being carried on there rests on rather a different foundation from the general claim to prohibit industries at the ports, which is expressed in terms so general as to include the settlement areas.

The treaties are silent on the question of manufactures. They confer on the subjects of the respective treaty powers the right of trading at the treaty ports, and, in the words of the French and German treaties, to carry on their *industrie, i.e.,* to practice their art or handicraft. By the English treaty British subjects are allowed to carry on their "mercantile pursuits," while the American treaty confers on the citizens of the United States the right to import, sell, purchase, and export all manner of merchandise. This latter evidently would not cover the right to establish manufactories. Would the English term "mercantile pursuits" or the French term *industrie?* We think so; at all events they cannot be read as excluding manufactures. Probably the subject was not specifically in the minds of the negotiators of the treaties, but the intention evidently was that there should be freedom of expansion for trade, and that necessarily leads to manufactures. These are certainly not excluded by treaty, and the Chinese seem to have waived to some extent whatever right of objection they may have had by permitting the establishment of brick tea factories by foreigners at various places, the establishment of a sugar refinery at Swatow, and the establishment of the match and paper factories at Shanghai. Having gone so far, can they now step in and say that foreigners in China may not engage in the cotton manufacturing industry? LI HUNG-CHANG speaks as though Herr VON BRANDT had given in on the point, but what is more probable is that the question has simply been allowed to rest, and that no agreement or understanding has been arrived at either one way or the other—a very dangerous position in which to leave any question when dealing with Chinese, for it is quite in accordance with native policy to treat it as a concession to their views.

Whatever may be said as to the legal aspect of the question, the prohibiting of foreigners establishing manufactories is very unfortunate for China and the Chinese. LI HUNG-CHANG says:—"Nor can any foreigner be allowed, by establishing a manufactory for weaving cotton, to encroach on the rights of the natives of China and to take bread out of the mouths of Chinese;" and with reference to Mr. GRANT's scheme he says:—"The matter is one which does not merely affect the interests of the Machine Cloth Weaving Company in a prejudicial manner; it also has the gravest bearing on the much greater question of the gaining of their daily bread by the people of China." The effect of the establishment of cloth weaving factories in China would not take the bread out of any one's mouth; its only effect would be to give the people cheaper clothing and to stimulate the demand for labour. If a foreign factory would take the bread out of the mouths of Chinese, so equally will a Chinese factory. The Viceroy's position here is not strictly logical. Experience shows, however, that the adoption of labour saving appliances, by cheapening the outturn and so stimulating consumption, has invariably increased the demand for labour. The objection founded on the fear of the bread being taken out of the mouths of Chinese may therefore be at once dismissed. The only remaining question is whether there are political objections to allowing foreigners to establish manufactories. No such objections are suggested by the history of the factories already established. On the other hand, the advantages are obvious. The Chinese do not as yet understand foreign manufacturing processes, but by allowing foreigners to set up industrial establishments they could learn those methods more cheaply and expeditiously than by any other means.

There were 1,709 visitors to the City Hall Museum during the week ended 12th August, of whom 125 were Europeans.

The Agents (Messrs. Siemssen & Co.) inform us that the D. D. R. steamer *Electra* left Singapore yesterday morning for this port.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the C. P. steamer *Port Adelaide,* from Vancouver, leaves Nagasaki for this port to-morrow, the 15th inst.

We are requested to state that telegraphic communication with Nagasaki was temporarily restored yesterday morning, but failed again in the afternoon, the final repairs being delayed by bad weather.

Attention is directed to the Government notification in another column to the effect that Artillery practice will take place from Lyeemoon Redoubt to-morrow, the 15th instant, commencing at 4.30 p.m. and ending about 5 p.m. The direction of the fire will be south-easterly between Cape Collinson and Slope Island.

We are informed by Messrs. Birley, Dalrymple and Co., the Agents for the Government of British North Borneo, that steam communication has been arranged between Singapore and this *via* Sandakan, Kudat, and Labuan, and *vice versâ,* by a regular monthly service commencing in September, for a period of two years at last.

The Band of the 2nd Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following is the programme:—

March	"Let me like a Soldier fall"	Newton.
Overture	"Lestocq"	Auber.
Valse	"Bitter Sweet"	Lowthian.
Selection	"Les Cloches de Corneville"	Planquette.
Selection	"Mikado"	Sullivan.
Selection	"Dorothy"	Cellier.

Under the heading of "An Outlet for Bengal Coal," the *Straits Times* says:—Singapore largely draws upon Japan for coal, the mines at Miike mainly contributing to these shipments. Last year the output amounted to 280,000 tons. The yield this year is not expected to exceed 250,000 tons, of which 150,000 will probably be required for Singapore and Hongkong. The demand for Singapore offers every prospect of increasing unless Tonquin coals come into competition. We might well ask, why should not India enter into the competition?

On the 26th and 27th July two little steamers bearing the unromantic names of *Smith* and *Cass* arrived at Colombo on their way to Formosa. The *Observer* says that they are sister craft. Each of them is 280 feet long, 34 feet beam, and about 400 tons displacement. They were built by Messrs. Hawthorn Leslie and Co. at Newcastle. On arriving at their destination in Formosa they will be turned to account in the coasting trade. They are said to be well fitted up. One of the directors of the Company owning the steamboats is on board the *Smith.* The two vessels were to leave Colombo on the 28th July.

We regret to state that contrary to the expectations of those who were confident of saving her the fine steamer *Leesang,* of the Indo-China S. N. Co., has become a total wreck on the rocks of the Lean Ti Shan Promontory, four miles from Port Arthur. On the morning of the 7th instant a heavy gale from the south-west struck her and her captain and officers, who had fortunately left the vessel before the storm broke on her, saw her battered to pieces on the rocks, from the deck of the despatch boat *Yu Shin.* Most of her cargo, which was a miscellaneous one, has been lost, but a portion of it had been shifted to the steamer *Lee-yuen* before the *Leesang* was destroyed. The *Leesang* was built by the London and Glasgow Shipbuilding Co. at Govan and was launched in June, 1885. Her gross tonnage was 1,700.

A Marine Court of Inquiry into the circumstances connected with the loss of the British barque *Bryn Gwyn,* while on a voyage from Singapore to Liverpool, on the China reef, off the west coast of Borneo, on the 17th of last month, has been held at Singapore, and it found as follows:—(1st.) That the British barque *Bryn Gwyn,* of Liverpool, Official Number 87.9 6, commanded by Owen Roberts, who holds Master's Certificate of Competency No 02,031, was lost by striking on one of the dangers in the vicinity of the Greig Shoal, Caramatte Strait, on the 17th July, 1888. (2nd.) That the courses steered should have taken the vessel well clear of the danger on which she struck, and that the loss of the vessel must be attributed to a strong N.W. current which had not been experienced previously. (3rd.) The Court is of opinion that the master of the vessel should have worked out the morning sights with an estimated Latitude which would have given him an approximate position sufficient to have warned him of his proximity to the reefs. (4th.) That the master is to blame for neglecting to take so ordinary a precaution, and the Court adjudges him to be severely censured and admonishes him to be more careful in future. The Court attaches no blame to the other officers of the vessel.

When the steamer *Normanby* arrived at Singapore from Samarang on the 3rd inst., Sergeant Morris of the Marine Police boarded the vessel with a warrant to arrest Joseph Cummings, the second engineer. He discovered, however, that Cummings was not on board, having left the vessel in Java. The charge on which the warrant against Cummings was issued is one of a very serious nature. It appears that on the 24th of last month Cummings applied at the Master Attendant's office, wishing to ship as engineer on board the *Normanby.* He produced a certificate of competency as first engineer issued in Penang on the 4th July last year. The certificate was examined and bore evident marks of having been tampered with, as by holding it up to the light, erasures could be plainly seen. As it had, however, been issued at Penang, it could not be verified at once, and Cummings was provisionally allowed to ship, pending reference to Penang about his certificate. On enquiry it has been found that no such certificate was ever issued to Cummings, who is said to have erased the name of the original holder and substituted his own. It is a pity that Cummings was not arrested at once, when trying to ship, as very serious consequences might have been the result of his taking charge of the engines of the *Normanby.*—*Free Press.*

A recent number of a scientific periodical published in Holland, contains curious particulars regarding head-hunting among the Dyaks of Cotie, a state in Borneo which supplies a good deal of what is known as Straits produce. There, not long ago, this old custom flourished exceedingly. On the birth of a son, the death of a father, mother, child, brother, or sister, and in building a new house, heads were always required. Every young man, also, had to go out head-seeking before formally coming of age. On such occasions head hunting was held meritorious. The resulting bloodshed must have been something fearful, until the present Sultan took measures to check the evil. He has now stamped it out. He brought this about by punishing the guilty either by fine or imprisonment. The Sultan of Cotie has shown enlightened views in other respects, and is anxious to open up his country.

Since Saul and his armour-bearer fell upon their swords and slew themselves, countless numbers of the human race have perished by their own hands, and the methods adopted by these unhappy individuals to shuffle off the mortal coil have been almost as various as the causes that led to the act of self-destruction. Scarcely a day passes without some unfortunate creature furnishing us with a melancholy example of the numerous ways and means that are at the disposal of a person bent on putting an end to his life. A Queensland paper gives an account of a Chinaman who has just chosen a novel method of "handing in his checks," and one, by the way, that is not likely to find many imitators in this country. He choked himself with his own pig-tail, and now that a use has been found for this article of adornment peculiar to the almond-eyed race, it is to be hoped, Anti-Chinese politicians are reported to have said, that it will not be allowed to get rusty.—*Singapore Free Press.*

The extreme heat in Calcutta no doubt affected a great many people in different ways. A Chinaman, named Achin, who had been somewhat severely affected by the excessive heat, hit upon a novel method of getting rid of his sufferings. He was observed one day about 4 p.m. butting with his head as hard as he could at the base of the Ochterlony Monument, Calcutta, with a determination which compelled a policeman on duty on the *maidan* to arrest him as a madman. He had so far injured himself that there were severe wounds on the top of his head. On being taken to the thannah and asked what he was trying to do, the man replied that the heat was so intolerable, it had made his head ache very badly, and in order to rid himself of the aching, he had been butting his head against the hard stone, either to effect a cure of the pain, or to break his head and die. He was removed by the police to the hospital, where his injuries were attended to.

We translate from the *Comercio* the following extract from the report of the proceedings of the Manila sanitary Board at a meeting held on the 2nd August:—"The Agent of the Messageries Maritimes having sent in an application that in view of the fact that cholera no longer exist at Saigon the steamer *Saigon* might be admitted to free pratique, the Board, considering that the law provides that this can only be done on proof that twenty days have elapsed since the last case of epidemic disease, decided to recommend to the Superior Authority that the *Saigon* should fulfil her quarantine. The Spanish Consul is to be telegraphed to for information as to the date of the last case of cholera. A protest was read from the British Consul in reference to the fact that the British barque *New City,* which sailed from the neighbouring colony on the 9th June, was sent from Iloilo to Mariveles to do ten days' quarantine. The Consul referred to the loss caused by this, and the Board decided to recommend the Superior Authority to constitute Guimaras Island a quarantine station for vessels arriving at Iloilo from infected or suspected ports. It was decided to telegraph to the Spanish Consul at Hongkong for information as to the health of the port, which is supposed to be good, as the *Zafiro* has brought a clean bill. If this is confirmed vessels from that port will be admitted to free pratique." On the 7th instant, the Governor-General, on the recommendation of the Junta Superior de Sanidad, declared arrivals from Hongkong clean. On the 5th instant a telegram was received from the Spanish Consul at Saigon stating that he was informed the last case of cholera had occurred on the 23rd June. Vessels having arrived with foul bills of later date than that given the Consul was telegraphed to for an explanation. He replied that the cholera mentioned in a bill of health of the 16th July referred to the neighbourhood, but that the last case in Saigon itself was on the 23rd June. The Sanitary Board met to consider the telegram, and adopting the view that neither of the dates given could be accepted as accurate, fixed upon the 25th July as the date from which the twenty days should be counted. The *Saigon* was to leave for Saigon without having had free communication with the port, merely stopping to pick up mails and passengers. Under the heading of "A lost voyage" the *Comercio* of the 6th instant says:—"The British ship *Chitton,* which arrived at Mariveles from Cebu three or four days ago, was ordered into quarantine for ten days by the Sanitary Board there. She left the quarantine ground yesterday to return to Cebu. It would be interesting to hear what the Captain said about it."

HONGKONG MEDICAL COLLEGE EXAMINATION.

Our readers may possibly be interested in seeing the nature of the questions given at the recent examination of the Hongkong College of Medicine, and we therefore append the papers set in the various subjects:—

BOTANY.
Examiners { Chas. Ford, F.L.S. / J. Sampson.

1.—What are the names given to the different divisions of plants in their classification? Place the names in order, beginning with the highest degree and descending in regular order to the lowest.
2.—What are the characteristics of:—
Monocotyledonous plants
Dicotyledonous plants
Endogenous plants
Exogenous plants
3.—What are the functions of the root, stem, leaves, and flower?
4.—Give the names of the different tissues, and state what you know in connection with each.
5.—Of what does the food of plants consist, by what organs and in what state is it absorbed.
6.—Explain the process of germination of a pea, and apply the correct names to each organ and part of the plantlet after germination has taken place.
7.—Give the names and meanings of the terms used in regard to leaves, under the following heads:—
a. As to duration
b. " " division
c. " " position
d. " " insertion
8.—What is the meaning of the term inflorescence; describe some different kinds of inflorescence.
9.—What are the meanings of the following terms used in reference to flowers:—
a. Irregular.
b. Symmetrical
c. Incomplete
d. Monœcious
e. Diœcious
10.—What is the name applied to that organ of a composite flower which corresponds to the calyx in other flowers, and explain the chief differences between composite and other ordinary flowers.
11.—Describe four different structures of the corolla.
12.—Specify four different modes in which stamens are inserted, and state three methods of cohesion of stamens.
13.—Describe the process of fertilization of a dicotyledonous plant.
14.—Fill up the schedules with accurate descriptions of the two kinds of flowers placed before you.

PHYSICS.
Examiners { The Rev. J. Chalmers, LL.D. / T. K. Dealy (Central School.)

1.—What is inertia?
2.—A body travelling with a uniform velocity has gone 27ft. 6in. in 5 seconds, what is its velocity per second? and how far would it go in 13 secs.?
3.—A body has an acceleration of 20ft. per second. Starting from rest (*a*) what is its velocity at the end of 6 seconds? (*b*) How far has it gone?
4.—When is the force of gravity greatest? at the poles, or at the equator? and why?
5.—Distinguish between centrifugal and centripetal force?
6.—Name the three kinds of equilibrium, and give an example of each.
7.—What name is given to the empty space at the top of the mercury in a barometer? and what would be the result if a small hole were bored in the top of the glass just over the mercury? Give reasons for your answer.
8.—What is specific gravity? What is the unit for solids and liquids? What is the unit for gases?
9.—Name the mechanical powers.
10.—What are the two kinds of energy? Give an example of each.
11.—Why will some small bodies like needles, which are heavier than water, float on its surface?
12.—If the pressure of air were removed from the face of the earth, what would be the result in (*a*) solids, (*b*) liquids, (*c*) gases?
13.—What would be the effect if an air-tight bag were filled with gas, and placed under the receiver of an air-pump, when the air was pumped out.
14.—What is the difference between music and noise?
15.—What is the velocity of sound in air? and how far would it travel in 23 seconds?
16.—What is convection?
17.—What are the laws of reflection?
18.—If a ray of white light be reflected through a prism what will be the effect?
19.—What is electricity? and what are the two kinds?
20.—Is the total quantity of electricity on the earth always the same? Give reasons for your answer.

CHEMISTRY.
Examiners { William Taylor. / W. Edward Crow.

1—How do you prepare hydrogen gas? Make a sketch of the apparatus you would use, and give an equation showing the reaction.
2.—An ordinary wine bottle is capable of holding, at the ordinary temperature and pressure of the atmosphere, about 14 grains of nitrogen: what weight of hydrogen gas would, under the same conditions, fill six wine bottles?
3.—How would you distinguish sulphate of magnesium from sulphate of zinc?
4.—Explain the difference between a mechanical mixture and a chemical compound. Give examples of each.
5.—Write the chemical formulæ for the following substances:—
Potassium Iodide
Sodium Carbonate
Ammonium Citrate
Calcium Chloride
Copper Sulphate
Corrosive Sublimate
Tartar emetic
Calomel
Sugar of Lead
Ferric Sulphate
Ferrous Sulphate
Antimony Sulphide.
6.—How would you distinguish a solution of chloride of sodium from a solution of iodide of sodium?
7.—How would you prove that carbon dioxide is given off from the lungs in the act of breathing?
8.—Mention the principal tests for Arsenic.
9.—Describe a simple test for Calomel.
10.—What weight of oxygen can be obtained from 1,000 grains of mercuric oxide, mercury 200, oxygen 16?

ANATOMY—OSTEOLOGY.
Examiners { Dr. Ayres. / Surg. Thompson, M.S. / Dr. Cantlie.

1.—Classify bones and give examples of each.
2.—Describe the lower two inches of the Femur, and the upper two inches of the Tibia.
3.—Describe the Sacrum.
4.—Describe the orbit, stating shape, bony boundaries, the fissures, and foramina connected therewith.
5.—Describe the first cervical vertebra.
6.—What is meant by the term "Mammalia," and what peculiarities of structure and functions determine the class?

PHYSIOLOGY.
Examiners { Dr. Ho Kai / Dr. Atkinson / Dr. Jordan

1.—Classify the different kinds of food, and give examples of each.
2.—What are the uses of (*a*) saliva, (*b*) gastric juice, (*c*) bile.
3.—Give the differences between expired and inspired air.
4.—Describe the mechanism of respiration.
5.—Compare arterial and venous blood.
6.—Trace the circulation of blood through the heart.
7.—Enumerate the valves of the heart, and give their position.
8.—Give the composition, specific gravity, and reaction of healthy, urine.
N.B.—Six questions must be answered.

MATERIA MEDICA.
Examiners { Dr. Gerlach. / E. Niedhardt.

1.—Name the preparations of opium; give the strength and doses of each.
2.—Name the preparations of mercury; and give the doses.
3.—What are the preparations of iron? Mention the doses.
4.—Give the botanical names of the plants from which Aconite and Scammony are derived.
5.—What is the dose of Iodide of Potassium.
6.—How much arsenic is contained in Fowler's Solution.

CLINICAL OBSERVATIONS.
Examiners { Dr. Patrick Manson. / Surg. Sparrow, R.N.

This examination is a new feature in medical examinations. The students had to examine patients, write out notes of cases, and were carefully examined in clinical chemistry and the institutes of medicine.

SUPREME COURT.

13th August.

IN ORIGINAL JURISDICTION.

BEFORE HON. J. RUSSELL, ACTING CHIEF JUSTICE.

SHEK CHING CHUEN *v.* ORTIZ.

The hearing of this case was resumed.

Mr. Francis, Q.C., instructed by Messrs. Wotton and Deacon, appeared for the plaintiff, and the Attorney-General (Hon. E. L. O'Malley), instructed by Messrs. Sharp, Johnson, and Stokes, for the defendant.

Emile E. Melbye said:—I am a merchant carrying on business in Hongkong. I have been here for over fifteen years. I know Mr. Rapp. In the early part of 1885 I was requested by the owner, Mr. Ortiz, to act for him in the sale of the Spanish steamer *Estrella.* I have known Mr. Macgregor Smith and Mr. J. H. Smith, a partner in Blackhead & Co. for some years. Mr. Rapp was at one time a partner in Blackhead's. The *Estrella* was in port here when I was asked to sell her. Mr. Rapp heard she was for sale and came to see me about it and I entered into agreement to sell him the ship for $29,000. There was a written memorandum of agreement. That was on the 29th March. Mr. Rapp had heard of certain troubles in connection with the ship, and I asked that he would go and see Mr. Caldwell, who was our legal adviser in the matter. We went together the same day to Mr. Caldwell. Mr. Caldwell explained the matter to Mr. Rapp. About the 13th April the ship was arrested at the suit of Mr. Macgregor Smith. I heard from Mr. Caldwell that the ship was arrested. Mr. Rapp was at once informed by me, as I was perfectly willing to give him all the information in my power. It was arranged that as the ship was under arrest on April 30th, it should not be paid on that date. During the fortnight up to the 11th May I endeavoured to arrange for the release of the ship. Mr. Caldwell continued to be my lawyer. He endeavoured to come to terms with Mr. Smith and arrange about the security. He kept me informed as to the manner in which negotiations were succeeding. Any information I received I communicated to Mr. Rapp. Mr. Caldwell explained to me that the nature of the security would have to be a bond for $11,000. I was prepared to enter into that bond, and I had authority to do so. I wrote to Mr. Macgregor Smith agreeing to accept his proposal. I then wrote Mr. Rapp telling him of the matter, and stated in the matter what I believed was true, viz., that there was no further impediment against the ship. This was on the 2nd May. Mr. Rapp took no notice of my letter. On the 9th May I wrote to Mr. Macgregor Smith. I was quite ready up to that date to give that bond. On the 11th May I wrote to Mr. Rapp asking him to pay the second instalment of the money. He said that he was quite prepared to do so if I could get Mr. Caldwell to give his assurance to Mr. Holmes that everything was right. I wrote to Mr. Caldwell to that effect. Between the 11th and 14th May Mr. Macgregor Smith's views altered. Immediately he saw that we were willing to meet his first demand, he amended his writ and increased his claim to $15,000. He threw every obstacle in our way for the purpose of keeping me hanging on. I was, however, determined to get the ship free, but the extra security required compelled me to communicate with my people in Manila. I was then again prepared to meet the increased claim to the full extent. This was between the 14th and 27th May. On the 27th we got permission of the court to give security. The agreement was that I was to pay into court $5,000 cash, and gave a personal bond for $11,000. I was prepared to do this, and communicated my willingness to Mr. Caldwell. At that time I thought that everything necessary to free the ship had been accomplished. On the 28th I wrote to Mr. Rapp "Everything is all right now. I suppose you will take her away—the *Estrella,* I mean—this week." At this time I was seeing Mr. Rapp almost every day. I may have gone to Mr. Rapp's office on the 28th May. The bond had not been signed on that date. When I came to sign the bond Mr. Caldwell told me that I was signing a bond of security which included security for claims against Messrs. Birchell and Robertson, people I had nothing to do with. Wotton and Deacon were at that time acting for Mr. Macgregor Smith. I was warned against signing the bond by Mr. Caldwell, on account of this. Mr. Rapp was informed by me of all this. About the 10th of June we went to the Spanish Consulate, having been previously informed by him that it was necessary to sign the deed in his office. When I went there on the 10th the formalities were conducted by the Consul. I had to sign and attest the document. On the 10th June I also went to Mr. Holmes's office. We had to execute an English bill of sale. From the 28th May to the 10th June I was in constant communication with Mr. Rapp. $5,000 was paid on the 10th June and the balance $9,000 was allowed to stand over. On the 16th June the whole matter of security was absolutely complete. I then wrote to Mr. Rapp demanding the balance of the money. I also said in that letter "Should J. H. Smith claim $3,000 or $4,000, I will hold you harmless. We knew that there were several claims about against the vessel, and Mr. Rapp and I were talking together about the best means to keep Rapp out of trouble through them. We believed that if Mr. Rapp got her away from Hongkong it would be to his advantage. I knew it was his intention to take her away as soon as he could after the transfer of the ship. It was our impression that as soon as the German flag was hoisted after the transfer nobody could claim against the vessel. I know that Mr. Rapp intended to have the ship towed out of British jurisdiction as soon as the transfer had been effected. I again demanded the payment of the $9,000, but I never obtained it. In one of my letters, that of the 28th May, when I told Mr. Rapp that I supposed he would take her away that week, I had in my mind the fact that he intended to take the ship away as soon as possible. I knew this from frequent conversations that we had had together. Between the end of March and the beginning of June, Mr. J. H. Smith was giving us some trouble. My own opinion is that J. H. Smith was only a puppet in the hand of Macgregor Smith. A day or two after I had made final arrangements about Macgregor Smith's claim they took steps about the second claim. I handed the letter I got concerning it over to Mr. Caldwell. As far as I was concerned I was proposed to meet this claim, also in order to complete the sale of the ship. There was something mentioned by Mr. Caldwell to Messrs. Wotton and Deacon about Chinese securities. Mr. Rapp knew perfectly well that we were proposing to make some arrangement of this sort. After this was refused a money proposal was made. This also fell through, but up to the 16th June no action was entered, although on that date there was still threatening. My object was to give Mr. Rapp a clean title. That being so, I wrote on the 16th June, asking him to send me a cheque for $9,000, the remainder of the money. My object in writing this was because of advice I had received from Mr. Caldwell to get the remainder of the money. When I told him that I would be responsible for any claim of J. H. Smith's up to $4,000 I only meant for any claim before he took possession of the ship. He knew my meaning. If he did not he would have said "You promise to give security for J. H. Smith's claim. I hold $9,000 of yours. Give the security now, or let me give it, and pay you the balance." The action was then taken against Rapp, Ortiz, and myself. Mr. Caldwell took it upon himself to defend us all. After the action was brought I never took it upon myself to bear all the expenses or damages that might be recovered in the action. There may have been some arrangement that I, on behalf of Ortiz, should pay for the suit instituted against Rapp. There was nothing said about this after the 16th June. I went home in November, 1885, and returned again in the following September. There was some conversation early in April, 1885, between me and Mr. Rapp, when I told him that we had known each other for a long time and that he could trust me. Though we had a conversation during which I told him that I had authority to give full security for the steamer it could not have been in April.

The Attorney-General—Mr. Rapp says—"On the 30th April I went to Melbye and said I cannot pay any dollars while the vessel is under arrest, and security is not given to J. H. Smith."

Witness—I am positive that nothing was ever mentioned at that time about J. H. Smith. There was nothing said on the 11th May about J. H. Smith's claim. During the month of May I could not possibly say that I had placed money in Mr. Caldwell's hands to meet J. H. Smith's claim. Mr. Rapp's words as to my having told him before the 27th May that J. H. Smith's claim had been met satisfactorily are false. What he says about my having made a statement to the effect that Blackhead Smith was satisfied is also untrue. I remember going to Mr. Holmes's office on the 16th June. I remember Mr. Caldwell coming in.

The Attorney-General—Mr. Rapp says that in his presence you had a conversation with Mr. Macleod when you said "Morally we are responsible, but being only agents we have got to go on strictly legal grounds."

Witness—I said that I did not say "We did know about the encumbrance."

To the Court—This conversation must have taken place between August, and November, 1885. It was during the time that McLeod was acting on behalf of Ortiz.

Cross-examined by Mr. Francis—I considered that we were morally responsible because we quite intended if action had been taken to have given security against J. H. Smith's claim, and we would have done so. The position that the Manila people took up was that as Rapp had the title of the ship they had no right to make claims good. I got advice from Mr. Caldwell that as the ship was Mr. Rapp's, it was for him to take action. I was also advised by Mr. Caldwell that the moment the German flag was hoisted nobody could touch the vessel. I had a conversation this morning with Mr. Caldwell about the case, not about my evidence. I have read the evidence in the case, in manuscript. I have therefore had an opportunity of studying and thinking over the different points in the case. Quite apart from that, I have a distinct knowledge that the deed was not completed before the 16th June. I can recollect what happened in Mr. Holmes's office. On asking for the $9,000 Mr. Rapp did not feel satisfied about the thing, in spite of the assurances given him by Mr. Holmes, Mr. Caldwell, and myself, to the effect that the vessel was perfectly free. As I knew that Mr. Rapp was a straight-dealing man I had no objection to letting the $9,000 remain in his hands until he had satisfied himself that the vessel was clear. Nothing was said on that occasion about J. H. Smith's claim. When we met the second time in Mr. Holmes's office, it was after the bond had been signed. Mr. Holmes had the bill of sale on the 10th. Mr. Caldwell told me that Mr. Holmes would keep it till the security in Mr. Macgregor Smith's claim had been given. It was understood on the 10th that the $9,000 would be paid. Mr. Rapp asked me on the 6th whether he could put his own men aboard the ship. I said "Certainly." He knew well at the time how everything was going on. On the 28th May I went to Mr. Rapp's office and told him that permission had been obtained from the Court to give security. On the 28th May, in my mind everything was all right. I am sure I told Mr. Rapp that permission had been granted to give the bond and not that the bond had been given. Although in my mind it was the same thing, I am sure I made no mistake in telling Mr. Rapp about the business. My statement in a letter to Rapp on the 28th that the business with Macgregor Smith was settled was not an untruth. Mr. Macgregor Smith had come to my office several times, and on the 9th May I agreed to his proposal about security for the bond. I was perfectly settled in my own mind that the affair was settled. My impression was when I wrote the letter of the 11th May to Mr. Rapp that everything was settled, and that I was perfectly justified in asking for the balance of the money. When I wrote on the 28th May to Mr. Rapp "Everything is all right now," I had not actually given the bond to Macgregor Smith, but was prepared to do so at any moment. When I went to Mr. Rapp's office on the 28th May my impression was that I said "We have got permission of the Court now to give a bond and release the vessel." Some $6,000 or $7,000 was due at this time to Remedios, the former agent. Before Mr. Rapp paid me the $10,000 I told him the bond had not yet been signed and the vessel was not then released. I did not tell Mr. Rapp in his office that the vessel was free and clear. I said that it was free as we had got permission to give the bond. I told Mr. Caldwell that I had seen Mr. Rapp and had got the $10,000. I did not get the money through the solicitor, Mr. Caldwell. It was more convenient to get it myself. It was not because I knew Mr. Caldwell would not get the money for me as the bond was not then signed. It is correct that Mr. Caldwell refused to write a letter on the 11th May stating that the vessel was free, because the bond was not then signed. I sent Mr. Caldwell a compradore's order for $9,000 on the 12th June. I do not know why Mr. Caldwell did not pay in $4,000 as security against J. H. Smith's claim. He did not communicate to me at the time any reason why he did not do so. I knew for the first time that it had not been paid in when Mr. Caldwell told me so on the 13th or 14th June. I don't remember the reason he gave me why he had not given the security. Mr. Caldwell had no right to state that he thought there was no money to meet the order. It was never presented. The non-payment of that security did not originate with me. I did not know of the letter Mr. Caldwell wrote on the 12th June to Messrs. Wotton and Deacon; I do not know what "matters extraneous to the case," as stated in the letter, prevented the payment of the security. I told Mr. Rapp on the 13th that I had given the money to Mr. Caldwell to give security. The $4,000 which was to have been given as security was returned to me on the 16th June. I told Mr. Rapp then that the security had not been paid. Mr. Rapp paid me $5,000 on the 10th June. I do not remember Mr. Rapp coming to my office on the evening of the 10th, and complaining that the vessel had not been released. While we were signing the deed in Mr. Holmes's office I do not remember Mr. Rapp saying that he was going direct to the German Consul to see about hoisting the German flag on the vessel. We were all very anxious to get the affair of the sale finished. I cannot say how much money was due to me from the *Estrella.* There might be perhaps $1,000. I wrote to Mr. Rapp on the 16th June for the balance of $9,000. He refused to pay. I did not sue him. I did not think it was my business to do so. Mr. Caldwell and I considered so long as J. H. Smith did not take any action in the matter we were not bound to give security. We were not trying to put off his claim until we had got the vessel into the hands of Mr. Rapp. We did not suggest the Chinese banks as security knowing that such security would be refused, and we should thus gain a few days. I do not remember having even expressed to Mr. Rapp my annoyance at Mr. Caldwell not having deposited the money as security. I knew before the 16th June that the $4,000 security had not been given. Mr. Rapp also knew it. When Mr. Rapp and I went to Mr. Caldwell's office on the 30th March, I do not remember Mr. Caldwell saying that the ship was entirely free then. He said there had been trouble about her and that Mr. Rapp had better get a solicitor to act for him. I cannot remember at this date anything about Mr. Caldwell holding up a bundle of papers and saying they were disclaimers of any hold on the ship. It is very likely that I paid Mr. Remedios the sums claimed out of the $10,000 Mr. Rapp paid me. I do not remember getting a communication from Mr. Remedios saying that he would stop the sale of the ship unless his claims were paid at once.

At this point the case was adjourned till this morning at half-past ten o'clock.

POLICE COURT.

13th August.

BEFORE MR. T. SERCOMBE-SMITH.

LARCENY.

Chin Aching, servant, and Kwok Apin, cook, were charged, on the information of Inspector Quincey, with larceny of money and jewellery, in all of the value of $2,920, the property of their master, S. Rustomjee, on the 11th inst.

William Quincey stated—At 1.30 a.m. on the 12th inst. Mr. Rustomjee, of Green Mount, Bonham Road, reported that in his absence at the theatre on Saturday night a chest of drawers in his bedroom had been broken open and money and jewellery to the value of $2,920 abstracted. I went to the place and arrested defendant, who is an assistant cook. The first defendant was on the premises at the time. He is an ex-boy of Mr. Rustomjee's. I apply for a remand.

The case was then remanded till next Monday, at 2.30 p.m.

FIGHTING IN THE STREET.

For fighting and creating a disturbance on the 11th inst., Lau Ayun and Yang Wong were fined $1, or, in default, one month's imprisonment with hard labour.

LARCENY.

Ling Ping Wan was charged, on the information of Inspector Quincey, with stealing paint valued at 50 cents, the property of the Hongkong, Canton, and Macao Steamboat Company, from the steamship *Fatshan,* on the 12th inst.

Prisoner pleaded guilty and was sentenced to fourteen days' imprisonment with hard labour.

THEFT.

Hong Akun, charged on the information of Wong Kin, a schoolboy, with stealing a fowl valued at 20 cents from him, was found guilty, and sentenced to fourteen days' imprisonment with hard labour.

UNLAWFUL POSSESSION.

For being in unlawful possession of an axe, the property of Chin Tan, a watchman, Tin Fuk was sentenced to imprisonment with hard labour for fourteen days.

ASSAULT.

On Chin Sam, master of a fantan gambling house, No. 33, Upper Lascar Row, was charged, on the information of Wong Hi, an informer, with violently assaulting him with three other men on the 9th inst.

The case was remanded till Wednesday next, bail being allowed in two sureties of $300 each.

INFRINGING HARBOUR REGULATIONS.

For unlawfully making fast to the steamship *Soochow,* while under way, on the 12th inst., Ung Choy, charged on the information of P.S. Harkin was fined $10, or, in default, fourteen days' imprisonment with hard labour.

LARCENY.

Wong Kan Wing was charged, on the information of Charles Cameron, godown keeper, with larceny of a rope, valued at $3, the property of Messrs. Blackhead & Co., on the 12th inst.

Defendant admitted the charge.

A sentence of one month's imprisonment with hard labour was imposed.

INFRINGING BUILDINGS ORDINANCE.

Fong Lun and Fong Wun were charged, on the information of Mr. R. F. Drury, Government Civil Engineer, with having the verandahs of their houses enclosed on the 30th July.

Defendants pleaded guilty, and were each fined $25 or distress.

UNLAWFULLY BOARDING A STEAMER.

For unlawfully boarding the steamer *Stura* without permission of the master, Yi Tung, a boatman, was fined $15, or in default six weeks' imprisonment with hard labour.

STEALING A CLOCK.

Chan Fuk pleaded guilty to a charge of stealing a brass clock, valued at $3.50, on the 12th inst.

There was one previous conviction against him, and he was sentenced to imprisonment with hard labour for three months.

THE EXTINCT COOLIE TRADE OF MACAO.

The following notes on the extinct coolie trade of Macao are taken from the Rev. J. C. Thomson's "Historical Landmarks of Macao" in the *Chinese Recorder & Missionary Journal:*—The notorious Coolie Trade appears to have commenced in the shipment of a hundred and fifty coolies from Amoy for South Australia in 1848; but soon afterwards grew to great proportions, with Macao as its centre. In 1854, when the Taiping rebellion was being actively carried on, this trade flourished owing to the multitudes thrown out of employment being eager to accept offers of the brokers to depart from the country and escape the evils they saw everywhere about them. So in 1855, when the rebels were defeated at Fatshan, thousands of their followers were glad to save their lives by shipping as coolies; but this lasted only a short time. In 1855 was passed the

Chinese Passengers' Act, and something was done to regulate the trade so far as British shipping was concerned. About this time also, before all connection with the traffic was disallowed on American ships—such traffic being made a penal offence in 1858—occurred the *Waverly* tragedy, when four hundred and fifty coolies bound for South America on board that vessel mutinied at Manila, whereupon the hatches were closed and some two hundred and fifty, afterwards found suffocated. For this the officers and crew were confined in a Manila prison for upwards of a year and a half.

In 1856 an ordinance was introduced by the Macao Government regulating the terms of agreement between the emigration agent and the coolie. On April 30th, 1860, another ordinance was passed establishing an official superintendence over the trade, which was still virtually an exportation of involuntary emigrants. The official Barracoon, "Casa d'Emigração" was often full of coolies about this period, and brought, it is reported, a rental of $1,000 per month. With the local rebellion and foreign war under which China was now suffering, the province of Kwangtung had a special cause for just irritation against all foreigners in this trade. With its head-quarters at Macao, by 1860 it had become nearly the only business carried on there. When the trade of hiring Chinese as contract labourers to go to Cuba, Peru, and elsewhere, began, there was no difficulty in obtaining men willing to try their fortunes abroad. As rumours of gold diggings opened to their labours in California were spread abroad and confirmed by returning miners, the coolie ships were readily filled by men whose ignorance of outer lands made them easily believe that they were bound to El Dorado, whatever country they shipped for. The inducement for hiring them was the low rate of wages ($4 a month) at which they were willing to sell their labour, and the profits derived from introducing them into Western tropical regions. The temptations of this business became so great that within ten years the demand had far exceeded the supply. Seldom has the unscrupulous character of trade, where its operations are left free from the restraints either of competent authority or of morality, being more sadly exhibited than in the conduct of the agents who filled these coolie ships. The details of the manner in which natives of all classes—scholars, travellers, labourers, peddlers, and artisans—were kidnapped in town and country and taken to Macao, were seldom known, because the victims were unable to make themselves heard. In this kidnapping trade round Macao the Chinese employed the fast-sailing two-mast "Shrimp boats."* A brochure was published in those days by a Chinaman, in which it was gravely stated that the coolies kidnapped were taken abroad to be bled to death and their blood made into *opium*. A detailed account was given of the horrible proceeding—how he saw the coolies brought out and knocked down in rows, and holes made in them to extract their blood and brains. Even wilder stories spread, so their reluctance to go abroad from this account was not to be wondered at.

The Allied Commissioners in charge of Canton took cognizance of these outrages, and upon the representation of Governor General Loa took vigorous measures for breaking up the trade at Whampoa; and U. S. Minister Ward, with the efficient aid of Hon. G. Nye, U. S. Vice-Consul at Macao, did much toward repressing the trade, and caused its early stoppage on American vessels. He sided the Chinese authorities in February, 1860, in taking three hundred and seventeen men out of the American ship *Messenger* in order to ascertain whether any of them were detained on board against their will. Every one of them declined to go back to the ship, but it was not proved how many had been beguiled away on false pretences—the usual mode of kidnapping.

The coolies were of three classes: prisoners taken in clan fights (of constant occurrence in the western districts of Kwangtung), and sold to Chinese or Portuguese man buyers; villagers or fishermen forcibly kidnapped, chiefly by half-castes from Macao; and those tempted by agents to gamble at licensed establishments, who, on losing, surrender their persons in payment according to Chinese notions of liability. * When in the hands of Chinese "crimps," by threats the coolie is forced to express assent to the question of the Portuguese inspector, and is then handed over to a barracoon for from $7 to $10. Including head-money and working expenses, each coolie costs $25 to $30, and is transferred with contract for $60 to $70. Shipment, insurance, etc., raise the cost per caput to something under $200. At Havana the surviving "emigrants" at public auction bring about $350. For eight years of service the coolie is absolutely at the disposal of his purchaser, and suicides are frequent. But the illicit means for obtaining coolies at Macao is, however, what gives this traffic so hideous a character. During 1864-5 there were exported to Havana 10,722 and to Callao 13,674 coolies. In October, 1865, the ship *Dea del Mare* left Macao bound to Callao; on touching at Tahiti she had only 162 emigrants alive out of 550. On the 8th of March, 1866, the Italian ship *Napoleon Canevaro* left Macao for Callao with 663 emigrants. Stung to revolt on the following day, a scene of bloodshed ensued, during which the vessel caught fire and was destroyed; a portion of the crew escaped in the boats, and a few coolies were picked up subsequently floating on spars.

The lamentable condition of Chinese labourers in Peru was fully enough proven by their appeal for relief to their home government in 1868, though it could do nothing effectual to help them. On April 5th of the same year occurred the mutiny on board the Italian ship *Therese*, which left Macao for Callao February 2nd with 203 coolies. On the 4th of April, 1871, the ship *Don Juan* left Macao with 640 coolies on board. Two days later and when only fifty miles from port she was burnt to the water's edge. The master and crew, some forty-five in all, escaped in the ship's boats, and fifty odd coolies were picked up by passing junks. The remainder, nearly six hundred, were burned alive.

On the representation of Dr. D. B. McCartee, the Shanghai Taotai and Nanking Viceroy took measures to bring back the three hundred coolies rescued by the Japanese from the Peruvian ship *Maria Luz*, and, appointed for this service, Dr. McCartee and Judge Chen went to Japan in September, 1872, and for successful efforts the former was awarded a complimentary letter and a gold medal from the Chinese Government. Resulting measures led to the final abolition of the traffic at Macao.

The years 1873 and 1874 were marked by the abolition of the coolie trade at Macao, which since its rise in 1848 had been attended with many atrocities on land and sea. During these years attempts had been made to conduct the trade with some regard for the rights of the labourers, but experience had shown that to do this was practically impossible if the business was to be made remunerative. Driven from Hongkong and Whampoa, the agents of this traffic had long found shelter in the Portuguese harbour of Macao, from which semi-independent port they could despatch Chinese crimps on kidnapping excursions for their nefarious trade. When at last the Governor closed this haven to its continuance, the Spaniards and Peruvians were the only nationalities whom the action affected; but Spain, falling back on her treaty of 1864, which gave her merchants the privilege of engaging coolies as contract labourers for Cuba, insisted that the coolie trade be allowed. The Yamen was advised not to admit this privilege until the harsh treatment of the labourers in Cuba had been inquired into. This was done in 1873, by means of a commission composed of three foreigners and two Chinese, who made as thorough an inquiry as the Cuban authorities would permit, and reported the results in 1874. They asserted that the majority of the coolies in Cuba "were decoyed abroad and not legitimately induced to emigrate," and since the dreadful disclosures which transpired in their report the trade has never revived. In 1877 the emigration stipulation in the Spanish Treaty was repealed. Peru, indeed, sent M. Garcia as its envoy to Peking to negotiate a treaty and obtain the right of engaging labourers, but this gentleman met with no success whatever.

The Portuguese rulers of Macao were unwilling to make a thorough investigation into the facts about this business until after the return of the commission sent to Cuba in 1873, and the disclosure of the inevitable evils and wrong inherent in the traffic. Then, through the representations and offices of Governor de S. Januario, and the urgency of outside sources, they put an end to it by a Proclamation abolishing the Superintendency of Emigration, and ordering the barracoons to be closed after the 28th of March, 1874. For long years the chief business of Macao, during the twenty-five years of the existence of the Coolie Traffic, about 500,000 Chinese were deported.

* The use of the present tense in this passage is evidently a mistake, due probably to the writer having incorporated it without correction from a contemporary publication.—Ed. D.P.

THE SELFRIDGE COURT MARTIAL.

The following extract from the *N. Y. Herald* of the 18th June contains the final decision in the *Omaha* gun-practice case:—

The general court martial order in the case of Captain Thomas O. Selfridge was made public to-day, and makes eleven printed pages. The court acquitted him of the charge, which was neglect of duty. Secretary Whitney reviews the court proceedings in a very critical manner, and says the opinion of the *court of inquiry* that Captain Selfridge was negligent, was entirely justified by the evidence, and the opinion of the *court martial*, that he was not guilty of neglect of duty is not in accordance with the evidence before it.

The Secretary says:—

On a careful review and consideration of all the evidence in this case, viz., the testimony and exhibits contained in the record of the proceedings or of the court of inquiry, and which were in evidence before the court martial, and the additional evidence introduced in the trial, the department is clearly of the opinion that the findings of the court of inquiry, as above stated are fully sustained by the evidence, and that the findings of the court martial are not in accordance with the evidence. The department, therefore, cannot approve the findings of the court martial.

It is a source of regret, in view of the excellent record of captain Selfridge as an officer of the navy, that the department is unable to adopt the conclusion reached by the court before which he was tried—viz., that there was no neglect of duty on his part either before, during, or after the target practice in question. The rank, standing, and experience of the officers composing the court are such that there can be no doubt that it has conscientiously discharged its duty.

But the department has also a duty to perform, and that is not only to carefully consider and weigh all the evidence before it, in order to determine whether it shall approve or disapprove the findings of the court, but likewise to avoid the possibility of sanctioning any conclusion not clearly and fully sustained by the evidence which may operate to create a dangerous precedent. It is possible that this consideration may not have been present in the mind of the court, but whether present or not the responsibility of the department in this regard cannot be evaded or ignored.

If it were officially announced that a United States vessel of war may, at pleasure, erect a target and practice with great guns in the waters of a friendly Power, within a marine league of the shore, without inquiry as to the wishes, rules or regulations of such Power, the department would lend its official sanction to a disregard of well settled principles of national comity and of international law.

If, in addition to this, the department were to announce that the commanding officer of such vessel is not required, before proceeding with such target practice, to make so complete and thorough an examination of the place selected and of its surroundings as to demonstrate beyond question the fact that such practice can be held without danger to life, limb, or property, or that, having omitted such previous examination, he may, on the conclusion of such practice, proceed on his course without taking such steps as are necessary to ascertain that no explosive projectile remains unexploded where it may afterward be found, and that he will not be held responsible for any loss or damage that may be indirectly occasioned by such omission, the department itself would become morally responsible for any disastrous results that might ensue.

An approval of the findings of the court martial in this case would, in the judgment of the department, establish a precedent which, in view of possible results, would be equivalent to an official announcement of the character above described.

In acquitting Captain Selfridge of blame the court martial has necessarily found that his example may be emulated and the precedent followed by other officers.

The department cannot assent to the view that a naval officer may, without blame, hold his target practice upon the soil of a friendly Power without consulting such Power, and, where he actually imperils life by the flight of the projectiles, without the previous examination which would have disclosed such peril, and that he may sail away, with his full duty discharged, leaving six unexploded projectiles to endanger innocent lives.

Different views may be honestly entertained as to what constitutes, in a strict, technical sense, a neglect of official duty, but the obligation to do that which under any particular combination of circumstances is in itself right and proper is an obligation universally recognized. An approval of the findings of the court martial in this case would, in the judgment of the department, be equivalent to an admission that such obligation did not exist or apply under the circumstances attending the target practice of the *Omaha* on the 14th of March, 1887, and a due regard for the interests of the service necessarily prevents the department from taking any action which might be thus construed.

The department has not failed, however, to take into consideration both the punishment already borne by the officer, whose conduct on the occasion referred to has been twice investigated, and the humiliation and suffering to which he has been subjected, nor can it doubt that these considerations were present in the minds of the members of the court, or that they will have the effect to promote, in the conduct of target exercise of vessels of the navy on foreign stations in future, more judicious and cautious methods of procedure than have apparently heretofore obtained.

The findings of the court martial in the case are hereby disapproved. Captain Thomas O. Selfridge is released from arrest.

WILLIAM C. WHITNEY,
Secretary of the Navy.

THE HEBREW LANGUAGE IN CHINA.

The Rev. Mr. Crossett, who was recently at K'ai-fêng Fu, in Honan, sends to the *Shanghai Courier* a very interesting piece of information with regard to some of the inhabitants of that city. He says:—It may be worth while for purposes of religious and moral reform to become acquainted with some facts relative to the Hebrew language in China. There has existed in this city from an early date, a colony of Jews, the distinctive name given them by the people being "Tiao Kin Kiao," or "the Sect which pluck out the sinew." This name refers to the well known tradition recorded in Genesis where the messenger wrestled with Jacob and overcame him by causing the sinew of his thigh to shrink. These people had Hebrew MSS. of the Old Testament which have been from time to time within the last forty years secured by foreigners. One roll of the Pentateuch is in a glass case in the Library at Hongkong. A Chinaman from Cuba, while in a Jew's clothing store in New York, was attracted by the Hebrew letters, and to the astonishment of the Israelites, informed them that he had learned to read that language to a small extent while in China before being carried off as a coolie to Cuba. I met him a number of times, but it is a mystery to me, as well as to all others who learned the facts, where he received his early lessons in Hebrew. The ability to read Hebrew by the Jews at K'ai-fêng Fu had been lost before he was born, if I am rightly informed, so it was not there that he attended such a school. In 1879, Rabbi Bean of Chicago, told me that he had at one time visited the Pacific coast to see if the aborigines could not be traced to the stock of Israel. He found that some tribes about Alaska were likely to be of such origin. While in San Francisco, a Chinaman went to him with some boards upon which were cut very rudely Hebrew words, and the man pronounced some of them in a very incorrect manner. The question is whence came these boards? Was it a hoax played on the credulity of the Rabbi by some of his co-religionists? The boards are now in Berlin.

KOREA.

We do not discern among Chinese statesmen any indications of a more vertebrate policy towards Korea. Vacillation and procrastination are still the *mot d'ordre*. By foreign critics Resident Yuen's action in Seoul is described as "brutal," an epithet which we are not fully prepared to dispute. Yuen has asked for leave to visit Tientsin, where, perhaps, he may receive better inspiration. But our hope is not large. Rumour says that some pains were taken to impart a *deus-ex-machina* character to Mr. von Mollendorff's return to Korea. Despatches were kept secret and the telegraph line was officially taken possession of. But the folks who manipulated this move were too clever to remember the existence of another line of wire *via* Japan. Thus it fell out—perhaps a mere coincidence—that Judge Denny renewed his agreement with the Korean Government on the very day of Mr. von Mollendorff's arrival in Seoul. Some hand is badly wanted to weave these threads into a consistent pattern. They cannot fail to become entangled if left to themselves.

It is asserted that the policy of the Marquis Tsêng is to neutralize Korea under the guarantee of the Powers. This, at all events, is a policy—something tangible. As to its feasibility, there is not much to be predicted of a hopeful character. The Powers are not going to pull China's chestnuts out of the fire for her. Why should they, indeed? How many of them are sufficiently interested in the little peninsula to spend a sovereign on maintaining its integrity? England is interested, but only in respect of Russia, and Russia has not only shown no disposition to aggress, but is understood to have even pledged herself against aggression. Russia is not interested in the sense of Chinese policy. If she has any interest at all it should be in the opposite sense. Germany, France, Italy, the United States—all these are evidently out of the question. Where, then, are the guaranteeing powers to come from? If the Marquis Tsêng aims at establishing any reputation as a practical statesman, his excursion into the domain of Korean politics is unfortunate.—*Japan Mail.*

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA SUEZ CANAL	Peshawur (str.)......	L. H. Moule ...	....	P. & O. S. N. Co.	On 25th inst., at Noon
LONDON VIA SUEZ CANAL	Telemachus (str.)...	Jones	Hongkong	Butterfield & Swire........	On 17th inst.
HAVRE AND LONDON	Lucia		Hongkong	Carlowitz & Co............	Quick despatch.
HAVRE AND LONDON	Comet..............	Krippner	Hongkong	Carlowitz & Co............	Quick despatch.
HAVRE AND HAMBURG, &c.....	Polyhymnia (str.)...	W. Schaefer...	Hongkong	Siemssen & Co.	On 22nd inst., 10 A.M.
LONDON....................	Bengloe (str.)	Farquhar	....	Gibb, Livingston & Co....	On or about 21st inst.
MARSEILLES VIA SAIGON, &c.	Iraouaddy (str.) ...	Bretel..........		Messageries Maritimes.....	On 16th inst., at Noon
BREMEN, VIA PORTS OF CALL	Bayern (str.)........	R. Sander......		Melchers & Co.............	On 30th inst., at 10 A.M.
TRIESTE	Maria Teresa (str.)	G. Costanzo ...	Hongkong	O. Bachrach	On 18th inst., at Noon.
VANCOUVER B.C., VIA AMOY, &c.	Batavia (str.)	Watton	Hongkong	Adamson, Bell & Co........	On 18th inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA...	City of New York (str.)		....	P. M. S. S. Co.	On 29th inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA...	Gaelic (str.)		Hongkong	O. & O. S. S. Co.	On 18th inst., at 3 P.M.
SAN FRANCISCO	Hydra...............	C. Christensen	Hongkong	Melchers & Co.............	Quick despatch.
NEW YORK	Nyl Ghau	W. B. Butler...	Hongkong	Siemssen & Co.............	Quick despatch.
NEW YORK	Sachem	Bartlett	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	W. H. Conner	Butman	Hongkong	Pustan & Co...............	Quick despatch.
NEW YORK	C. C. Chapman	Hichborn	Hongkong	Pustan & Co...............	Quick despatch.
SYDNEY & MELBOURNE	Mogul (str.)	Johnson		Gibb, Livingston & Co. ...	On or about 15th inst.
YOKOHAMA VIA NAGASAKI, KOBE	Malwa (str.)		Hongkong	P. & O. S. N. Co.	On or about 21st inst.
YOKOHAMA & KOBE	Benledi (str.)	Clark	Hongkong	Gibb, Livingston & Co....	On or about 17th inst.
NAGASAKI	Flintshire (str.) ...	Habekost	Hongkong	Swee Liong Chan	On 17th inst., at Noon
SHANGHAI, KOBE, &c.	Melbourne (str.) ...	Lartigue........	....	Messageries Maritimes.....	On or about 15th inst.
SHANGHAI	Cathay (str.)		....	P. & O. S. N. Co.	Quick despatch.
SHANGHAI VIA AMOY	Patroclus (str.)......	Pulford	Hongkong	Butterfield & Swire	To-morrow, Daylight.
SWATOW, AMOY, FOOCHOW	Namoa (str.)	Pocock..........	Hongkong	Douglas Lapraik & Co......	To-day, at Noon.

COMMERCIAL INTELLIGENCE.

MONDAY, 13th August.

EXPORT CARGOES.

Per steamship *City of Rio de Janeiro*, sailed on the 8th August:—For Yokohama—4,000 bags sugar, and 562 packages merchandise. For San Francisco—8,400 bags rice, 524 bags coffee, 413 bags black pepper, 25 bags cloves, 5 chests crude opium, 22 cases silks, 98 slabs tin, 1,120 bales gunnies, and 2,389 packages merchandise. For Punta Arenas—3 cases silks, and 1 case merchandise. For San José de Guatemala—1 case silks. For La Libertad—9 cases silks, and 2 cases merchandise. For Guayaquil—2 cases silks. For Valparaiso—6 cases silks, and 3 cases merchandise. For New York—3 packages mattings, 52 cases silks, and 192 bales raw silk.

Per American ship *Wandering Jew*, sailed on the 9th August:—From Shanghai for New York—1,569 rolls matting, 470 bales straw braid, 229 bales cowhides, 81 bales wool, and 39 bales straw-hats. For New York—14,933 rolls matting, 4,587 packages fire crackers, 607 cases samshoo, 606 packages soy, 307 cases joss-sticks, 284 packages tea, 137 packages rattan, 120 cases chinaware, 89 cases woodenware, 25 cases essential oil, 15 cases earthenware, 10 cases lacquer ware, and 718 packages sundries.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 2/11¼
Bank Bills, on demand 2/11¼
Bank Bills, at 30 days' sight 3/0
Bank Bills, at 4 months' sight 3/0¼
Credits, at 4 months' sight 3/0⅜
Documentary Bills, at 4 months' sight..........................3/0⅜

ON PARIS.—
Bank Bills, on demand 3.78
Credits, at 4 months' sight 3.86

ON NEW YORK.—
Bank Bills, on demand................73
Credits, 60 days' sight 74¼

ON BOMBAY.—
Telegraphic Transfer 223¼
Bank, on demand 224

ON CALCUTTA.—
Telegraphic Transfer 223¼
Bank, on demand 224

ON SHANGHAI.—
Bank, at sight 72
Private, 30 days' sight 72¼

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—157½ per cent. premium, sales.
Union Insurance Society of Canton, Limited—$86 per share.
China Traders' Insurance Company's Shares—$73 per share.
North China Insurance—Tls. 285 per share.
Yangtsze Insurance Association—Tls. 85 per share.
Chinese Insurance Company, Limited—$180 per share, sales.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$80 per share.
Hongkong Fire Insurance Company's Shares—$345 per share.
China Fire Insurance Company's Shares—$78 per share, sellers.
Straits Marine Insurance Company, Limited—$25 nom.
Straits Fire Insurance Company, Limited—$19½.
Hongkong and Whampoa Dock Company's Shares—35 per cent. prem., buyers.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$116 per cent. prem., ex div.
Indo-China Steam Navigation Co.'s Shares—12½ per cent. discount.
China and Manila Steamship Company, Limited—$110 per share.
Douglas Steamship Company, Limited—$60 per share.
Hongkong Gas Company's Shares—$135 per share.
Hongkong Hotel Company's Shares—$170 per share.
China Sugar Refining Company, Limited—$183 per share.
Luzon Sugar Refining Company, Limited—$58 per share.
Hongkong Ice Company's Shares—$80 per share, ex div.
Hongkong and China Bakery Company, Limited—$85 per share.
Perak Tin Mining and Smelting Company—In liquidation.
Punjom and Sunghie Dua Samantan Mining Company, Limited—$10½ per share, sellers.
Perak Sugar Cultivation Company—Tls. 18 per share.
Hongkong Rope Manufacturing Company, Limited—$83 per share.
A. S. Watson & Co., Limited—100 per cent. premium.
Hongkong & Kowloon Wharf and Godown Co., Limited—$165 per share.
Singapore Insurance Company, Limited—$15 per share.
Chinese Imperial Loan of 1884 B—4 per cent. premium, nom.
Chinese Imperial Loan of 1884 C—9 per cent. premium, nom.
Chinese Imperial Loan, 1886 E—11 per cent. premium, nom.
Société Francaise des Charbonnages du Tonkin—35 per cent. prem.
Hongkong High Level Tramways Company, Limited—350 per cent. prem., sales.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
August 13th.

Barometer—9 A.M. 29.60
Barometer—1 P.M. 29.65
Barometer—4 P.M. 29.63
Thermometer—9 A.M. 81
Thermometer—1 P.M. 84
Thermometer—4 P.M. 83
Thermometer—9 A.M. (Wet bulb).........................80
Thermometer—1 P.M. (Wet bulb).........................80
Thermometer—4 P.M. (Wet bulb).........................83
Thermometer—Maximum 84
Thermometer—Minimum (over night) 78

CHINA COAST METEOROLOGICAL REGISTER.

12th August, 1888, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
W'ostock ...	29.81	70	—	—	0	b	—
Tokio	29.92	—	—	e	4	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.71	82	93	se	5	o	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.60	78	91	sw	5	od	—
Haiphong	29.61	81	81	se	1	o	—
Bolinao	29.84	88	80	sw	2	c	—
Manila	29.82	84	79	sw	4	cf	—

13th August, 1888, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
W'ostock ...	29.91	67	85	NNE	3	o	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.78	82	86	sw	4	o	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.63	82	81	sw	5	o	1.13
Haiphong	29.85	86	81	wsw	1	o	—
Bolinao	29.87	82	81	s	1	c	—
Manila	29.81	84	74	w	1	c	—

The barometer has risen and gradients are rather steep for S.W. winds over the China Sea. The weather is cloudy and damp and the temperature is rising.

W. DOBERCK.

Hongkong Observatory, 13th August, 1888.

METEOROLOGICAL REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.50	29.63	29.60
Temperature	78	82	83
Humidity	91	82	81
Direction of wind ...	S.W.	S.S.W.	S.S.E.
Force of wind	3	2	2
Weather	o.d.	o.	o.
Rain	—	1.12	—

1.—Barometer reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.
2.—Temperature in the shade in degrees Fahrenheit.
3.—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—Direction of the Wind to two points.
5.—Force of the Wind according to Beaufort Scale.
6.—State of the Weather: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—Rain in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 13th August, 1888.

IMPAIRED VISION.

MR. LAWRENCE is now in Hongkong, and may be CONSULTED at the HONGKONG HOTEL (Room No. 20) daily from 8 A.M. to 6 P.M.

(CONSULTATION FREE).

One Third of those suffering from Blindness can trace their calamity to the use of COMMON SPECTACLES or LENSES imperfectly adapted to the Sight.

S. R. GROOM, Esq., F.R.G.S., Barrister-at-law, Singapore, writes:—

"I have used glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn.

I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,
Hotel D'Europe, Singapore.

E. HUDDLE, Esq., Deputy Master Attendant Singapore, writes:—

"I am much pleased with the glasses you have adapted to my sight. They are very clear and distinct, enabling me to read the smallest print without the least effort."

To Messrs. LAWRENCE & MAYO, Singapore.

LAWRENCE & MAYO,
Ophthalmic Opticians.

(Opticians to the Principal Ophthalmic Surgeons in India and England.)

Offices: Old Bond Street, London; 3 & 4, Hare Street, Calcutta; and Rampart Row, Bombay.

Hongkong, 24th July, 1888. [1381

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TELEMACHUS,"

Captain Jones, will be despatched as above on FRIDAY, the 17th inst.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boats) and thence to Paris or London.

Algiers is 28 hours steam from Marseilles and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1888. [1387

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"MARIA TERESA,"

Captain G. Costanzo, will be despatched as above on SATURDAY, the 18th of August, at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 10th August, 1888. [5

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"MALWA,"

will leave for the above places on or about the 21st instant.

E. L. WOODIN,
Superintendent.

Hongkong, 11th August, 1888. [1

THE "BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENGLOE,"

Captain Farquhar, will be despatched as above, on or about the 21st instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th August, 1888. [1497

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"CATHAY,"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.

Hongkong, 11th August, 1888. [1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF NEW YORK" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 29th August, at THREE P.M., taking Passengers and Freight for Japan the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities, of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months........... 350.00
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 %. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 9th August, 1888. [3

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON THURSDAY, the 30th day of August 1888, at 10 A.M., the Company's Steamship "BAYERN," Captain R. Sander, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 29th August, 1888. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 6th August, 1888. [7

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Pocock, will be despatched for the above Ports TO-DAY, the 14th inst., at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 11th August, 1888. [1488

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"PATROCLUS,"

Captain Pulford, will be despatched as above TO-MORROW, the 15th instant, at DAYLIGHT.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1888. [1476

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Company's Steamer

"MELBOURNE,"

Captain Lartigue, will be despatched for the above Ports on or about WEDNESDAY, the 15th instant.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th August, 1888. [2

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.

Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.

THE British Steamer

"MOGUL,"

Captain Johnson, due shortly with part Cargo from Japan, will be despatched as above on or about the 15th instant.

Attention is directed to the Steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First Class Passengers.

To be followed by the S.S. *Delcomyn* on or about 31st instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 2nd August, 1888. [1439

THE "BEN" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE British Steamer

"BENLEDI,"

Captain Clark, will be despatched as above about the 17th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th August, 1888. [1482

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,
PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS,
ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 16th August, at Noon, the Company's Steamship "IRAOUADDY," Commandant Bretel, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 15th August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th August, 1888. [2

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA,"

2,553 Tons Register, Watton, Commander, will be despatched for VANCOUVER, B.C., AND SAN FRANCISCO, VIA AMOY, KOBE, AND YOKOHAMA, on SATURDAY, the 18th August, at THREE P.M.

To be followed by the S. S. "DUKE OF WESTMINSTER," on 31st August, S. S. "PARTHIA," on 13th Sept., and S. S. "ABYSSINIA," on 4th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.—

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria ...Mex. $160.00.
To San Francisco .... 175.00.
To all Common Points in Canada and the United States ...... 230.00.
To Liverpool........................ 300.00.
To London........................... 305.00.

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 P.M. on the 15th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 14th August, 1888. [8

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 18th August, at THREE P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year months, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 30th July, 1888. [4

FOR SAN FRANCISCO.

THE 3/3 L. I. 1. Danish Barque

"HYDRA,"

C. Christensen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.

Hongkong, 12th July, 1888. [131

FOR NEW YORK.

THE 3/3 A II American Ship

"SACHEM,"

Captain Bartlett, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, 14th July, 1888. [132

FOR HAVRE AND LONDON.

THE 3/3 L. I. 1 British Bark

"LUCIA,"

Shortly expected, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 26th July, 1888. [1400

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"C. C. CHAPMAN,"

Hichborn, Master, shortly expected here, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 2nd August, 1888. [1435

FOR NEW YORK.

THE 3/3 L II British Ship

"NYL GHAU,"

Captain W. B. Butler, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, 14th July, 1888. [1328

FOR HAVRE AND LONDON.

THE 3/3 L I. 1 German Ship

"COMET,"

Krippner, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 26th July, 1888. [1399

VESSELS ON THE BERTH.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"W. H. CONNER."

Butman, Master, shortly expected here, will load here, for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 2nd August, 1888. [1436

MAILS EXPECTED.

THE CANADIAN MAILS.

The C. P. steamer *Zambesi*, with the Canadian mail, left Kobe on the 5th, and is now due.

The Canadian Pacific steamer *Port Adelaide*, with the Canadian mail, leaves Nagasaki on the 15th instant.

The C. P. steamer *Parthia*, with the Canadian mail, left Vancouver on the 1st August.

THE FRENCH MAIL.

The M. M. steamer *Melbourne*, with the French mail of the 14th July, left Saigon at 3 p.m. on the 11th, and may be expected here on or about Tuesday, the 14th instant. This packet brings replies to letters despatched from Hongkong on the 2nd June.

THE INDIAN MAIL.

The steamer *Japan*, with the next Indian mail, left Singapore on the 12th, and is due here on the 18th instant.

STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's steamer *Maria Teresa* left Singapore on the 8th, and is due here on or about the 14th instant.

The steamer *Waverley* left Singapore on the 9th, and may be expected here on or about the 15th instant.

The Ben Line steamer *Benledi* left Singapore on the 10th, and is due here on the 16th instant.

The D. D. R. steamer *Electra* left Singapore on the 13th, and is due here on the 19th instant.

The P. & O. steamer *Kashgar* left Bombay on the 7th, and may be expected here on or about the 22nd instant.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ———, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

The Postal Guide for 1887, revised to date will be found in the *Daily Press* Directory, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow, Amoy, and Foochow.—Per *Namoa*, to-day, the 14th inst., at 11.30 A.M.

For Amoy and Shanghai.—Per *Patroclus*, to-day, the 14th inst., at 5.00 P.M.

For Haifong.—Per *Frejr*, to-day, the 14th inst., at 5.00 P.M.

For Haifong and Touron.—Per *Clara*, to-day, the 14th inst., at 5.00 P.M.

For Singapore.—Per *Polyhymnia*, on Wednesday, the 22nd inst., at 9.30 A.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Iraouaddy* will be despatched on THURSDAY, the 16th instant, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Covers containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such covers.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Gaelic* will be despatched on SATURDAY, the 18th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.

2.30 P.M., Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Peshawur* will be despatched on SATURDAY, the 25th instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

PARCEL POST.

N.B.—A Receipt will be given for each Parcel.

To	Limit of W'ght	Postage per lb.	Limit of Size.	Prohibited Articles.
	lb.	cents.		
Hongkong, China, Japan, Korea, Siam	11	5	2 ft. by 1 ft. by 1 ft.	Opium.
Straits Settlements, India	11	15	Do., and not smaller than 3 in. by 2 in., by 2 in.	Do.
Malta (Direct)	11	20	3 ft. 6 in. long, or 6 ft. in greatest length and girth combined.	......
Gibraltar (Direct) ...	11	20		Arms, Tobacco, except for personal use.
United Kingdom, via Gibraltar only	11	25		
Ascension (via London)	11	50	Do.	Specie or ostrich feathers.
British Guiana (via London)	11	60	Do.	......
Cape Colony (via London)	7*	50	Do.	Letters.
Cyprus (via London)............	11	55	Do.	Coins, Tobacco.
Egypt (via London)...	11	60	Do.	Letters Arms, and Ammunition.
Newfoundland	11	70	Do.	......
St. Helena (via London)	11	50	Do.	Books, copyright in the United Kingdom.
Windward and Leeward Is., † Barbados, Trinidad (via London)	11	50	Do.	......
Canada	3	70	3 ft. long, 1 ft. by 1 ft.	......
Jamaica (via London)	11	50	2 ft. long, or 4 ft. in length and girth combined.	Letters.

* To Cape Town itself, 11lb. † Antigua, Montserrat, S. Kitts, Nevis, Dominica, Virgin Is., Grenada, S. Lucia, S. Vincent, Tobago.

TO THE UNITED KINGDOM AND PLACES BEYOND.—Parcels are forwarded by P. & O. packet only, and arrive in London about 8 days later than the Mail. They must be posted before 3 p.m. on the day before the Mail leaves. No further charge is made on delivery except for Customs Dues. A Declaration of Contents and Value is required with each parcel. The form is supplied free.

TO INDIA.—By P. & O. and Indian Mail packet only. A declaration of Contents and Value is required. The form is supplied free.

GENERAL RULES.—Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination. Dangerous or perishable goods, opium, articles likely to injure the mails, liquids (unless securely packed), and fragile packages are prohibited. No Parcel must exceed $250 in value. A Parcel may contain a letter to the same address as that of the Parcel itself (except in cases where enclosure of letters is prohibited) or another Parcel to that address, but no other enclosure. Declarations of Contents must be complete and accurate. Everything in the Parcel should be entered. False declarations expose the Parcel to the risk of confiscation.

INSURANCES.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [14

NORTHERN ASSURANCE COMPANY

THE Undersigned having been appointed Agents, in conjunction with MESSRS. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & Co.

Hongkong, 8th June, 1888. [1036

GENERAL LIFE AND FIRE ASSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [661

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co., Agents.

Hongkong, 18th January, 1884. [167

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co

Hongkong, 27th March, 1876. [13

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [17

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [15

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHO, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [562

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

ESTABLISHED 1870.

HEAD OFFICE,—Hongkong.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	650,000
CLAIMS PAID	626,000
BONUSES PAID	369,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 30th March, 1888. [711

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong 16th July, 1887. [19

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [16

JAPAN GAZETTE.

YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,
Hongkong 23rd May, 1877.

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Bookbinding in every Style by Competent Workmen on the Premises.

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HONGKONG.

AFONG, PHOTOGRAPHER

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IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [38

MONEY! MONEY! MONEY!

SUMS to be lent on FIRST MORTGAGE, $5,000 to $16,000.

For particulars, apply, by letter, to "Q. E. D." Care of *Daily Press* Office.

Hongkong, 21st April, 1888. [179

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

COMET, Ger. ship, Krippner.—Order.
DUBURG, Ger. str., Bertelsen.—Melchers & Co.
FALKENBURG, Ger. str., Dreyer.—Melchers & Co.
GRANITE, STATE, Amr. ship, Wm. Ross.—Master.
HYDRA, Ger. bk., Christensen.—Arnhold, Karberg & Co.
LENNOX, Brit. str., Thearle.—Adamson, Bell & Co.
TA HONGKONG, Siamese ship, Steinbring.—Chinese.
TANNADICE, Brit. str., Shannon.—Russell & Co.
VELOX, Ger. str., Wulff.—Ed. Schellhass & Co.

TO BE LET.

TO LET.

ROOMS IN "COLLEGE CHAMBERS."
GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 13th July, 1888. [44

TO LET.

DESIRABLE COAL GODOWNS, 28, Praya East.
FROM 1ST MAY, 1888.

Apply to LINSTEAD & DAVIS.

Hongkong, 12th April, 1888. [734

TO BE LET, WITH IMMEDIATE POSSESSION.

2 DESIRABLE HOUSES in Caine Road, West End Terrace, opposite to Rose Villas.

Apply to SPANISH PROCURATION, No. 14, Caine Road.

Hongkong, 10th May, 1888. [912

TO LET. IMMEDIATE POSSESSION.

HOUSE No. 1, "BALL'S COURT," Bonham Road.
BUNGALOW No. 35, Pokefulum Road and Third Street.
HOUSE No. 31, "WEST VILLA," Pokefulum Road.
SHOPS Nos. 6, 11, & 12, "BEACONSFIELD ARCADE."

Apply to BELILIOS & Co.

Hongkong, 9th August, 1888. [1481

TO BE LET.

A SMALL EUROPEAN HOUSE at Wanchai and GODOWNS 50D and 51 and 52, PRAYA EAST.

Apply to LINSTEAD & DAVIS.

Hongkong, 1st June, 1888. [1048

TO BE LET.

A DELIGHTFULLY SITUATED and WELL FURNISHED HOUSE.
A PORTION of "BEACONSFIELD ARCADE."
"BREEZY POINT," Immediate Possession.
"BISNEE VILLA," POKEFOLUM.
GODOWNS at BOWRINGTON.

Apply to SHARP & Co., Marine House.

Hongkong, 9th June, 1888. [330

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.

Apply to MEYER & Co.

Hongkong, 2nd July, 1887. [124

號 生 怡

YEE SUNG & Co., COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SUNG & Co., No. 68 PRAYA. [642

CUTLER, PALMER & Co. ESTABLISHED IN 1815,

OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Are represented in China by

Messrs. JARDINE, MATHESON & Co. ....*
" SIEMSSEN & Co. ....*
" LANE, CRAWFORD & Co. & by ....*
" H. E. REYNELL & Co. in Japan ....*

Subjoined are some of the items consigned by these well-known Shippers

SPIRITS,

COGNAC—The popular "4 Star" quality and best.—No better shipped.
COGNAC—The well-known "2 Star" quality.

SCOTCH WHISKY,

The "CARLTON"—11 years old.
The "Heart Shaped Bottle."
The "Square Bottle."
Are C. P. & Co.'s selected Whiskies of perfect quality, each is well matured and free from Fusel oil.
The "GLENLIVET" in round bottles is popular and good.

IRISH WHISKY,

Only one quality consigned, the best.

PORT—"INVALIDS."

Invalids in particular are recommended to select this Wine, it is really an INVALID'S PORT.

SHERRY,

For Connoisseurs the following have their own distinctive merits—
The "INVALIDS" pale, delicate, fine flavor.
"AMOROSO," a Stouter Wine, very popular.
"MANZANILLA," a clean dry appetising Wine.
"SHERRY—WHITE SEAL," a special favorite in China.

CLARET,

Perfectly pure Bordeaux, not loaded to please vitiated palates.
MOUTON ....in quarts and pints.
LAROSE ....in quarts and pints.
ST. ESTEPHE ......in quarts and pints.
MARGAUX-MEDOC in quarts and pints.

LIQUEUR,

Bénédictine from the Monastery.
C. P. & Co. are the Sole Consignors of this world wide known Liqueur.

For Prices apply to either of the above Firms marked * [1905

SUMMER TIME TABLE.

THE KOWLOON FERRY.
STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 1st June, 1888.

Leaves Kowloon	Leaves Kowloon	Leaves Hongkong	Leaves Hongkong
6.00 A.M.	1.30 P.M.	6.30 A.M.	1.45 P.M.
6.45 ,,	2.00 ,,	7.00 ,,	2.15 ,,
7.30 ,,	2.30 ,,	7.45 ,,	3.00 ,,
8.00 ,,	3.30 ,,	8.15 ,,	4.00 ,,
8.45 ,,	4.15 ,,	9.00 ,,	4.30 ,,
9.15 ,,	4.50 ,,	9.30 ,,	5.10 ,,
9.45 ,,	5.25 ,,	*10.00 ,,	5.40 ,,
*10.15 ,,	6.00 ,,	*10.30 ,,	6.15 ,,
*10.45 ,,	6.45 ,,	12.00 Noon	7.00 ,,
12.15 P.M.	7.15 ,,	12.30 P.M.	
12.45 ,,		1.00 ,,	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [29

L'INDEPENDANCE BELGE.

Le meilleur marché, le plus répandu et le mieux informé des grands journaux européens en langue française

EDITION QUOTIDIENNE

TROIS MOIS, fr. 15. SIX MOIS, fr. 30. DOUZE MOIS, fr. 60.

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destinée spécialement aux pays hors d'Europe, composée de HUIT PAGES GRAND FORMAT, resumant tous les faits et les événements de la semaine. Revue politique generale, chroniques artistiques, littéraires et mondaines de toutes les capitales d'Europe. Sport, modes, commerce, Romans feuilletons *inédits* des principaux auteurs contemporains, etc.

PRIX D'ABONNEMENT:
SIX MOIS, 16 francs. DOUZE MOIS, 30 francs.

CONDITIONS:

Toute demande d'abonnement doit être accompagnée d'un mandat sur la poste ou autre à vue sur Bruxelles, Paris ou Londres. Les abonnements commencent le 1er ou le 16 de chaque mois.

Envoi *gratuit* de *deux numéros* spécimens à toute personne qui en adressera la demande écrite à l'administration, 9, RUE D'ARGENT Bruxelles.

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REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c. &c., with the Punti and Mandarin Pronunciation.

The Daily Press Office.

FOR SALE.

FOR SALE.
AT WHOLESALE PRICES.

SACCONE'S SHERRY, PORT. CLARETS, CHAMPAGNE. HOCKS, BURGUNDY. BRANDY, WHISKIES, ALE, STOUT. MACHINERY, PIANOS, COOKING STOVES, and TRICYCLES. SCALES, BICYCLES. PAINTS, OILS, VARNISH. PIANOS. "SINGER" SEWING MACHINES. SODA WATER MACHINERY, GAS ENGINES, VELOCIPEDE HORSES, EMPIRE LUBRICATORS, ICE MAKING MACHINES, BICYCLE WHEELS FOR JINRICKSHAS.

Apply to W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 1st January, 1886. [3

FOR SALE.

CHAMPAGNE "MONOPOLE." —HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co., Sole Agents for HEIDSIECK & Co., REIMS, For Hongkong, China, and Japan.

Hongkong, 1st July, 1885. [1245

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUNBOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 670 tons, or would be very suitable for driving stationary engines. 6 Cornish BOILERS 16 ft. long by 6 ft. in diameter, double rivetted, with 4 Galway's Patent TUBES in each. 1 Large STEAM LAUNCH ENGINE and BOILER. 2 Vertical BOILERS. 1 Steam FIRE ENGINE BOILER. 1 6-H.P. ENGINE. 1 Steam PUMP. 2 Horizontal and 1 Diagonal Steam WINCHES. 1 Large PLANING MACHINE. 1 EMERY TOOL GRINDER. 5 Boxes TAPS and DIES. 1 GAP LATHE, 8 inch Centre, 8 feet bed. 2 DRILLING MACHINES. (The above have their gearing all complete). 1 Large Hand Power WHEEL for Driving Machinery with SHAFTING and PULLEYS, and 2 Small FIRE ENGINES. 2 double acting HAND PUMPS. 1 5,000 gal. WATER TANK.

All the above Machinery are new or as good as new.

1 Full size THURSTON'S BILLIARD TABLE with BALLS, CUES and MARKING BOARD.

For further Particulars, apply to J. M. ARMSTRONG, Auctioneer, Queen's Road.

Hongkong, 11th July, 1888. [1207

FOR SALE.

ONE UPRIGHT GRAND PIANO, almost New, and in Good Condition. Price, $200.

Apply to K. L., Care of Office of this Paper.

Hongkong, 31st July, 1888. [1118

FOR SALE.

FREDK. GIESLER & Co.'s CHAMPAGNE.

QUARTS ....$23 per Case of 1 Dozen.
PINTS ....$25 per Case of 2 Dozen.

GILMAN & Co.

Hongkong, 31st May, 1888. [1038

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22.......... per case of 1 dozen quarts.
$23.......... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s CLARET, GRAND VIN LEOVILLE.
$25.......... per case of 1 dozen quarts.
CLARET, CHATEAU LAROSE.
$13.......... per case of 1 dozen quarts.
$14.......... per case of 2 dozen pints.
PONTET CANET.
$9.50.......... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50.......... per case of 1 dozen quarts.
$8.50.......... per case of 2 dozen pints.
LORMONT.
$5.......... per case of 1 dozen quarts.
JOHN WALKER & SONS' OLD HIGHLAND WHISKEY.
$8.......... per case of 1 dozen bottles.
ALSO, CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [21

FOR SALE BY PRIVATE CONTRACT.

A HANDSOME AMERICAN MANUAL AND PEDAL BASS ORGAN, ALMOST NEW.

DIMENSIONS.—Length, 4 feet 11 inches; height, 5 feet 2 inches; width, 2 feet 4 inches. In Walnut case, carved and polished.

The instrument has Six Octaves of Keys, C. Scale, Six Sets of Reeds, Fifteen Stops, viz., Diapason, Melodia, Viola, Dulcet, Principal, Celeste, Flute D'Amour, Cello, Cremona, Flugle Horn, Forte, Vox Humana, Octave Coupler, Bourdon Pedal, Manual to Pedals, Grand Organ, Foot Pedal, Swell Foot Pedal, Foot Blow Pedals, Blow Handle. Pedals—1 Set 30 Notes Pedal Reeds, 16 feet Pitch.

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Hongkong, 6th April, 1888. [698

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IMPERIAL QUARTO,

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anton	Aug. 11	E. Asrehoe	Ger. str	396	Wisler & Co	
Batavia	July 23	Watton	Brit. str	1662	Adamson, Bell & Co	Vancouver
Carisbrooke	Aug. 1	R. Cass	Brit. str	978	Morris & Roy	Saigon
Choy Sang	July 27	Balbourn	Brit. str	1195	Jardine, Matheson & Co	
Clara	Aug. 11	Christensen	Ger. str	667	Siemssen & Co	
Else	Aug. 13	Jebsen	Ger. str	747	Arnhold, Karberg & Co	
Fatshan	June 15	S. W. Goggin	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Flintshire	July 20	Habecost	Brit. str	1017	Captain	
Fokien	Aug. 10	J. Lewis	Brit. str	508	Douglas Lapraik & Co	Tamsui
Fooksang	July 24	Bradley	Brit. str	991	Jardine, Matheson & Co	Shanghai
Frejr	Aug. 11	Lund	Dan. str	419	Arnhold, Karberg & Co	
Gaelic	Aug. 4	W. G. Pearne	Brit. str	4209	O. & O. S. N. Co	S. Francisco
Glendomer	Aug. 10	Hedge	Brit. str	1660	Jardine, Matheson & Co	Bangkok
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	G. B. Lefavour	Brit. str	1844	H. C. & M. Steamboat Co	Canton
Ilissus	Sept. 15	Roura	Fr. str	779	Bun Hin & Co	For sale
Kildare	Aug. 13	Johnson	Brit. str	2277	Butterfield & Swire	
Kiukiang	—	W. E. Clarke	Brit. str	1081	H. C. & M. Steamboat Co	Macao
Kiung-chow	—	W. S. McIver	Brit. str	288	H. C. & M. Steamboat Co	
Kong Beng	Aug. 9	B. Jones	Brit. str	862	Yuen Fat Hong	
Lennox	Aug. 8	John Thearle	Brit. str	1327	Adamson, Bell & Co	Saigon
Malwa	Aug. 11	Creery	Brit. str	1707	P. & O. S. N. Co	
Miike Maru	Aug. 8	Pyne	Jap. str	2080	Mitsui Bussan Kaishia	
Namoa	Aug. 9	Pocock	Brit. str	864	Douglas Lapraik & Co	Coast Ports
Nanshan	Aug. 13	Blackburne	Brit. str	804	Hop Hing Hong	Singapore
Patroclus	Aug. 1[illegible]	Pulford	Brit. str	1386	Butterfield & Swire	Shanghai
Pasig	—	—	Brit. str	284	Chinese	Canton
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Sarpedon	Aug. 12	Chrimes	Brit. str	1591	Butterfield & Swire	London
Soochow	Aug. 10	T. Rowin	Brit. str	327	Chinese	
Sung Kiang	Aug. 11	Aug. Haigh	Brit. str	994	Butterfield & Swire	
Thyra	July 31	J. Jacobsen	Ger. str	663	Siemssen & Co	
Velox	Aug. 6	Wolff	Ger. str	636	Ed. Schellhass & Co	Newchwang
Visayas	Aug. 11	J. Ajubita	Span. str	416	Bun Ho & Co.	
Vorwaerts	Aug. 13	F. Bruhn	Ger. str	612	Wisler & Co	
Wyvern	Aug. 11	Brotherton	Brit. str	1108	Chinese	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adolph	Aug. 5	Westergaard	Ger. bk	867	Arnhold, Karberg & Co	London
Allie Rowe	June 5	Phillips	Haw. bg	—	Order	
Comet	July 17	Krippner	Ger. sh	1083	Carlowitz & Co	London
Escort	July 15	Waterhouse	Amr. bk	616	Gonsalves & Co	Honolulu
Granite State	July 20	Wm. Ross	Amr. sh	1680	Pustau & Co	Manila
Hydra	July 6	Christensen	Ger. bk	786	Melchers & Co	S. Francisco
John Nicholson	July 8	W. Quine	Brit. bk	685	Melchers & Co	Honolulu
Lucia	Aug. 5	Wood	Brit. bk	640	Carlowitz & Co	London
Nyl Ghau	Aug. 1	W. B. Butler	Brit. sh	1252	Siemssen & Co	New York
Sachem	June 29	Barnett	Amr. sh	1311	Siemssen & Co	New York
Senta	Jan. 26	Tiemann	Ger. bk	1037	Melchers & Co	London
Sta. Filomena	Jan. 12	Mendiburen	Span. sch	448	Chinese	
Ta Hongkong	Aug. 7	Steinbring	Siam. sh	635	Chinese	
Tetuan	Mar. 31	Roper	Ger. bk	438	Chinese	
Young Siam	June 17	G. Hook	Siam. bk	789	Chinese	

SHIPPING IN CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			MACAO.			
Kiang-ping	—	Holmes	Chi. str	860	C. M. S. N. Co	
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	
White Cloud	—	W. J. Risby	Brit. str	652	H. C. & M. Steamboat Co	Canton
			WHAMPOA.			
Amoy	Aug. 7	Kohler	Ger. str	815	Siemssen & Co	
Chi-yuen	Aug. 11	Null	Chi. str	1347	C. M. S. N. Co	
Teresa	Oct. 19	V. Venezo	Span. bk	567	Order	
			CANTON.			
Ch'ron Kamrye	—	Krag	Siam. bk	419	Chinese	
Colombo	June 16	Griff	Chi. bk	636	Order	
Diamond City	July 16	F. Sass	Siam. bk	261	Yuen Fat Hong	
Falcon	—	Jorgenson	Siam. bk	355	Chinese	
Nardoo	Oct. 31	J. Campbell	Brit. bk	376	Chinese	
Rapid	June 11	Steinbring	Siam. bk	429	Chinese	
			SWATOW. IN PORT ON 18TH JULY, 1888. STEAMERS.			
Hoihow		Gyles	Brit. str	695	Butterfield & Swire	
Leesang		Sawer	Brit. str	1032	Jardine, Matheson & Co	
Mongkut		G. Anderson	Brit. str	960	Yuen Fat Hong	
Taiwan		T. H. Clegg	Brit. str	1109	Butterfield & Swire	
Yiksang		Moncur	Brit. str	866	Jardine, Matheson & Co	
			AMOY. IN PORT ON 4TH AUGUST, 1888. STEAMERS.			
Alwine Seyd	July 31	Samme	Ger. str	518	Pasedag & Co	
Fidelio	June 13	H. Brook	Ger. str	552	Pasedag & Co	
Johann	Aug. 1	Binge	Ger. str	428	Pasedag & Co	
Namkiang	Aug. 2	McKechnie	Brit. str	999	Kung P. Chun & Co	
			SAILING VESSEL.			
Anna Bertha	Aug. 3	Nielsen	Ger. bk	469	Pasedag & Co	
Aurora	July 29	Berndt	Brit. bk	215	Chinese	
Earn	July 19	Anderson	Brit. bk	312	H. A. Petersen & Co	
Oscar Mooyer	July 22	Boysen	Ger. bk	360	H. A. Petersen & Co	
			FOOCHOW. IN PORT ON 4TH AUGUST, 1888. STEAMERS.			
Felma	Aug. 2	Kleffel	Brit. str	684	Master	
Namoa	Aug. 3	Pocock	Brit. str	863	Jardine, Matheson & Co	
Propontis	Aug. 2	Farrand	Brit. str	1387	Gilman & Co	
Taku	Aug. 2	Wood	Brit. str	608	Jardine, Matheson & Co	
			SAILING VESSELS.			
Archos	July 31	Hansen	Brit. bk	449	G. Siemssen	
Dagmar	July 31	Paulsen	Dan. bg	223	Gilman & Co	
Norden	July 31	L. A. Jensen	Nor. sch	236	Gilman & Co	Cape Ports
			SHANGHAI. IN PORT ON 3RD AUGUST, 1888. STEAMERS (EXCLUSIVE OF RIVER CRAFT)			
Chingtu	Aug. 2	McKechnie	Brit. str	1259	Butterfield & Swire	
Glaucus	Aug. 2	Hannah	Brit. str	1387	Butterfield & Swire	
Glenavon	July 30	A. J. Jacobs	Brit. str	1931	Jardine, Matheson & Co	
Gleneagles	Aug. 1	Park	Brit. str	1837	Jardine, Matheson & Co	
Irrawaddy	July 27	Bretel	Fr. str	3613	Messageries Maritimes	
Mirzapore	July 26	Harvey	Brit. str	2189	P. & O. S. N. Co	
Nanzing	Aug. 2	Wilds	Brit. str	808	Jardine, Matheson & Co	
Sarpedon	July 23	Chrimes	Brit. str	1582	Butterfield & Swire	
[illegible]in Nanzing	Aug. 3	Waddilove	Brit. str	714	Jardine, Matheson & Co	
Store Nordiske	June 8	Svenson	Dan. str	595	G. N. Telegraph Co	
Taiwo	Aug. 3	Davis	Brit. str	719	Jardine, Matheson & Co	
Toonan	July 17	Warwick	Chi. str	1262	C. M. S. N. Co	
Tungchow	Aug. 3	Shaw	Brit. str	951	Butterfield & Swire	
			SAILING VESSELS.			
Henritta	Aug. 2	Gilmore	Amr. sh	1233	Turnbull, Howie & Co	
Maria	Aug. 2	Molsen	Brit. bk	759	Master	
Satsuma	July 6	Swenson	Brit. bk	364	Morris & Co	
W. H. Connor	July 20	Bateman	Amr. sh	1424	Pustau & Co	New York
			TIENTSIN. IN PORT ON 28TH JULY, 1888. STEAMERS.			
Dafila	July 26	Nielson	Brit. str	536	Forbes, Graham & Co	
Hae-an	July 27	Lancaster	Chi. str	864	C. M. S. N. Co	
			SAILING VESSELS.			
Strathspey	July 17	Mackenzie	Brit. bk	319	Collins & Co	
W. Siegfried	July 19	Lawrence	Brit. bk	391	Chinese	

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Clan Macfarlane	Middlesbrough	Mar. 30
Pallas	Middlesb' via L'pool	May 15
Wakefield	New York	May 15
Ilion	London	May 18
John M'Leod	Hamburg	May 19
Hampshire (s.)	Liverpool	May 30
Foyle (s.)	London	June 26
Bayern (s.)	Antwerp	July 1
Electra (s.)	Hamburg	July 1
Benledi (s.)	London	July 2
Moyune (s.)	London	July 2
Breconshire (s.)	Antwerp via London	July 8
Laju (s.)	London	July 4

VESSELS ARRIVED HOME FROM PORTS IN CHINA, JAPAN, & MANILA.

(Per last Mail's Advice.)

Dardanus (s.)	Shanghai, &c.	June 22
Deepdale (s.)	Yokohama, &c.	June 23
Moyune (s.)	Hankow	June 24
Isle de Penay (s.)	Manila	June 24
Annie Reed	Amoy	June 24
Ava (s.)	Yokohama, &c.	June 2[illegible]
Glengyle (s.)	Hankow	June 2[illegible]
Drot	China	June 2[illegible]
Iphigenia (s.)	Yokohama, &c.	July [illegible]
Achilles (s.)	Shanghai, &c.	July 1
Ancona (s.)	Shanghai, &c.	July 3

SHIPPING IN JAPANESE WATERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			NAGASAKI. IN PORT ON 1ST AUGUST, 1888. STEAMERS.			
Higo-maru	July 8	Jones	Jap. str	861	Nippon Yusen Kaishia	
			SAILING VESSELS.			
Kosaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	
			KOBE. IN PORT ON 2ND AUGUST, 1888. STEAMERS.			
Anshin-maru	May 17	Gallichan	Brit. str	191	H. E. Reynell & Co	
Cambodia	July 25	Wildgoose	Brit. str	1968	Samuel, Samuel & Co	
Car'thenshire	July 21	Dreyer	Brit. str	1779	Cornes & Co	
Niigata-maru	July 3	Drummond	Jap. str	1098	Nippon Yusen Kaishia	
Red Sea	July 1[illegible]	T. Baker	Brit. str	2165	Samuel Samuel & Co	
Wordsworth	July 26	Phillips	Brit. str	1334	Samuel Samuel & Co	
Yokohama M.	Aug. 1	Swain	Jap. str	2305	Nippon Yusen Kaishia	
			SAILING VESSEL.			
Carrier Dove	July 17	A. Forsyth	Brit. bk	1030	H. Isaacs & Co	
Ellen A. Reed	June 30	Hatfield	Brit. sh		C. & J. Trading Co	
[illegible]rato	June 18	Wm. Green	Brit. sh	1192	R. Isaacs & Co	
Governor Robie	July 25	Blanchard	Amr. sh	1527	R. Isaacs & Bros.	
Guy C. Goss	July 17	Mallet	Amr. bk	1[illegible]24	Smith, Baker & Co	
Henry Villard	May 27	Perkins	Amr. sh		C. & J. Trading Co	
Spartan	July 7	Cairn	Amr. bk	712	M. Heimann & Co	
T. F. Starbuck	June 21	Curtis	Amr. sh	1931	C. & J. Trading Co	
W. H. Lincoln	July 7	Daly	Amr. sh	1675	Flint, Kelby & Co	
			YOKOHAMA. IN PORT ON 30TH JULY, 1888. STEAMERS.			
Gem	July 21	A. Nicol	Brit. str	1361	Samuel Samuel & Co	
Gen. Werder	July 29	Schuckmann	Ger. str	1900	H. Ahrens & Co., Nach	
Hampshire	July 29	Kernish	Brit. str	1699	Samuel, Samuel & Co	
Lord of the Isles	July 16	Felgate	Brit. str	1586	Smith Baker & Co	
Meiji-maru	July 10	Allen	Jap. str	1027	Lighthouse Department	
Teviot	July 21	Corbindale	Brit. str	1349	W. M. Strachan & Co	
Westmeath	July 29	Stonehouse	Brit. str	1787	Jardine, Matheson & Co	
Wm. Burkitt	July 29	Murray	Brit. str	1231	Smith, Bell & Co	
			SAILING VESSELS.			
Geo. S. Homer	July 8	Warland	Amr. bk	1262	C. & J. Trading Co.	
Mowe	July 8	Krats	Ger. bk	1508	Langfeldt & Mayers	
Nemo	June 23	Snow	Brit. sch	99	Master	
Raphael	July 2[illegible]	Harkness	Amr. sh	1543	Order	
Republic	June 14	Holmes	Amr. sh	1293	C. & J. Trading Co	
Selkirk	July 15	Crewe	Brit. sh	1757	C. & J. Trading Co	

SHIPPING IN SOUTHERN PORTS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			MANILA. IN PORT ON 20TH JULY, 1888. STEAMERS.			
Diamante	July 1	McCaslin	Brit. str	514	Warner Blodgett & Co	
Glenartney	July 10	Murray	Brit. str	1400	Smith, Bell & Co	
Glenfruin	July 16	Norman	Brit. str	1938	Smith, Bell & Co	
Monarch	July 17	Thompson	Brit. str	1521	W. F. Stevenson & Co	
Salvadora	July 20	Lecea	Span. str	688	J. Reyes	
Visayas	July 20	J. de Ajubita	Span. str	406	B. G. Tan-Auco	
Zafiro	July 7	Talbot	Brit. str	675	Warner Blodgett & Co	
			SAILING VESSELS.			
Altona	Feb. 5	Bartels	Ger. sch	37[illegible]	C. Fressels & Co	
Annie Stafford	May 25	Keal	Brit. bk	1297	F. Richardson & Co	
Austriana	Sept. 25	McIntosh	Brit. sh	1518	W. F. Stevenson & Co	New York
Austria	July 11	Nakin	Brit. bk	1106	W. F. Stevenson & Co	
B. P. Cheney	May 15	Clefford	Amr. sh	1822	Ker & Co	
Childwall	May 28	Watson	Brit. bk	1286	Order	
C. W. Jones	July 12	Crosby	Brit. bk	825	Forwell & Co	
Drumeltan	Sept. 13	Wilson	Brit. sh	1848	Smith, Bell & Co	S. Francisco
Edward May	Jan. 25	Johnson	Amr. bk	890	Smith, Bell & Co	
E. E. Whitney	May 4	Rollins	Brit. bk	1249	Macleod & Co	
Elizabeth	Jan. 24	Green	Ger. bk	[illegible]12	C. Heinszen & Co	
Else	April 25	Bremers	Ger. sh	1375	W. F. Stevenson & Co	
George Curtis	May 4	Sproul	Amr. sh	1746	W. F. Stevenson & Co	
Herat	Sept. 7	Tait	Brit. sh	1490	Smith, Bell & Co	S. Francisco
John R. Kyttey	April 26	Gibbons	Amr. sh	2255	W. F. Stevenson & Co	
J. U. Troop	July 1	Fris	Brit. sh	1989	Order	
Loch Linnhe	Jan. 24	Vaughan	Brit. sh	1383	W. F. Stevenson & Co	
Manuel	April 4	Estival	Span. bk	992	J. Reyes	
Martha Davis	May 7	Benson	Amr. bk	833	Smith, Bell & Co	
Mancalon	July 6	Douglas	Brit. bk	1071	Smith, Bell & Co	
Nagpore	Sept. 17	Fraser	Brit. sh	1209	W. F. Stevenson & Co	New York
Nomad	Sept. 17	Sterling	Amr. bk	452	Order	
Robt. S. Bernard	June 25	Andrews	Brit. bk	1200	W. F. Stevenson & Co	
W. J. Pierrie	April 2[illegible]	Luther	Brit. sh	2316	Order	
Xenia	Mar. 10	Reynolds	Amr. bk	1135	Smith, Bell & Co	
			HAIPHONG. IN PORT ON 5TH AUGUST, 1888. STEAMERS.			
Chancellor	Aug. 3		Brit. str	1328	Denis Bros.	
Haiphong	Aug. 4	Bonis	Fr. str	900	Messageries Maritimes	
Quang-nam	July 31	Kary	Fr. str	88	Wing-fat-cheong	
			BANGKOK. IN PORT ON 9TH MAY, 1888. STEAMERS.			
Bangkok	—	Saxtrop	Brit. str	247	W. Rose & Co	
Rainbow	Sept. 5	John Smith	Siam. str	125	Lee Hing	
			SAILING VESSELS.			
Aurora	April 24	Bernett	Brit. bk	195	Hook Poh	
Birma	May 2	Hallmann	Ger. bk	1430	Jucker, Sigg & Co	
Bogliasco	Mar. 16	Risso	Ital. bk	735	Shaw & Chalant	
Bua Pan	Feb. 28	G. Koch	Siam. bk	574	Mah Wah	
Chon Wattana	Feb. 9	G. F. Ulrich	Siam. bk	156	Low Mah Teng	
Eagle	Nov. 29	Mohomet	Brit. bg	187	Capt. Hicks	
Hei Cheong	Mar. 31	Martin	Brit. bk	3[illegible]5	Hook Poh	
Long Hin	Mar. 28		Siam. bk		Order	
Siam	April 1	Lange	Siam. bg	294	Loan	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Alacrity	d.-s. steel despatch boat	4	3180	Com. R. B. Macconochie	Cruising
Audacious	double-screw iron frigate	14	4850	Capt. J. B. Warren	Yokohama
Cockchafer	gunboat	4	470	Lt.-Com. E. E. Maxwell	Shanghai
Constance	corvette	14	2580	Captain I. C. Keppel	Cruising
Cordelia	corvette	10	2420	Captain H. H. Boys	Cruising
Esk	double-screw gunboat	5	540	In reserve	Hongkong
Espoir	gunboat	4	455	Lt.-Com. R. T. Smith	Canton
Firebrand	composite gunboat	4	460	Com. Lenison	Singapore
Heroine	corvette	8	1470	Captain C. J. Balfour	Cruising
Imperieuse	double-screw iron frigate	10	—	Capt. Wm. H. May	Cruising
Leander	cruiser	10	5000	Capt. Martin J. Dunlop	Cruising
Linnet	gunboat	3	1050	Com. W. H. Marrack	Cruising
Merlin	composite gunboat	4	450	Lt.-Com. W. M. Laturia	Hongkong
Mutine	composite sloop	10	1120	Com. J. H. Martin	Cruising
Orion	armour-plated ship	4	4040	Captain H. J. Carr	Singapore
Porpoise	composite gunboat	6	—	Com. R. W. White	Cruising
Rambler	composite gun-vessel	8	670	Com. W. Usborne Moore	Shanghai
Rattler	composite gunboat	6	1200	L. C. Maitland-Dougall	Kobe
Sapphire	corvette	12	2560	Capt. W. C. Karslake	Cruising
Satellite	corvette	8	1400	Capt. T. W. P. Nashan	Hongkong
Solent	torpedo mining launch				Hongkong
Swift	double-screw gun-vessel	2	1010	Com. Hon. R. Bingham	Cruising
Tweed	double-screw gun-vessel	3	840	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Maxwell	Hongkong
Wanderer	composite sloop	3	750	Com. G. A. Gifford	Cruising
Wivern	turret ironclad	4	1450	In reserve	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Brooklyn	American frigate	14	1203	Capt. Byron Wilson	Yokohama
Essex	American corvette	6	—	Captain T. F. Jewell	Nagasaki
Juniata	American corvette	8	—	Capt. G. T. Davis	Shanghai
Marion	American corvette	8	—	Capt. H. Mays	Yokohama
Monocacy	American gunboat	6	750	Com. Henry Glass	Yokohama
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Kobe
Fasana	A.-H. frigate	—	—	E. von Wohlgemuth	Kobe
Abtao	Chilian gunboat	—	—	Capt. A. Fernandez	Yokohama
Zilveren-Kruis	Dutch corvette	10	—	Captain Jockes	Kobe
Aspic	French gunboat	4	—	Captain Malapert	Kobe
Chasseur	French gunboat	—	—	Captain Le Goarve	Haiphong
Comete	French gunboat	—	—	Lieut. Martel	Haiphong
Lutin	French gunboat	—	—	Commander Nenny	Haiphong
La Clocheterie	French corvette	16	450	Captain de Barbeyrac	Tourane
Parseval	French gunboat	—	—	Commander Foret	Yokohama
[illegible]luvier	French gunboat	—	—	Captain Tourert	Haiphong
Primauguet	French corvette	17	550	Captain Veron	Kobe
Turenne	French frigate	—	—	Captain Dupuis	Kobe
Vipère	French gunboat	4	100	Com. L. B. G. Marolles	Kobe
Bismarck	German corvette	—	—	Captain Aschmann	Singapore
Carola	German corvette	—	—	Captain von Raven	Singapore
Iltis	German gunboat	4	4340	Lieut.-Com. von Eickstedt	Chefoo
Nautilus	German gunboat	4	1000	Commander von Hoven	Cruising
Sophie	German corvette	—	—	Captain Von Kohlbour	Singapore
Wolf	German gunboat	2	340	Lieut.-Com. Kittsteiner	Amoy
Rio Lima	Portuguese gunboat	3	100	Com. J. R. Santa Barbara	Hongkong
Tejo	Portuguese gunboat	—	—	Captain Caminha	Macao
[illegible]	Russian cruiser	13	1100	Capt. Bierschikoff	Chemulpo
Dimitri Donskoi	Russian frigate	23	—	Captain Courtyuloff	Vladivostock
[illegible]rejets	Russian gunboat	—	—	Captain Ostelotsky	Vladivostock
[illegible]andeur	Russian cruiser	—	—		Vladivostock
[illegible]yesdnik	Russian cruiser	9	253	Captain Zarine	Yokohama
[illegible]azboinick	Russian corvette	—	—	Captain Wulf	Vladivostock
[illegible]ynda	Russian corvette	10	—	Commander Avellan	Nagasaki
[illegible]revoch	Russian cruiser	13	—	Captain Suriel	Vladivostock
[illegible]tlas	Russian corvette	12	—	Commander Makaroff	Vladivostock
[illegible]orteck	Russian gunboat	4	—	Commander Kolchousky	Vladivostock
[illegible]agon	Spanish cruiser	11	2600	Capt. L. F. Zuluaga	Manila

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